Cost effectiveness study of wastewater management systems for selected u.s. Coast guard vessels

Volume VI - Mission Profiles of Selected U.S. Coast Guard Vocasion

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BRADFORD NATIONAL CORPORATION 1760 Broadway New York, N.Y. 18819



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PINAL REPORT

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COST EFFECTIVENESS STUDY OF WASTEWATER MANAGEMENT SYSTEMS FOR SELECTED U.S. COAST GUARD VESSELS

Volume VI - Mission Profiles of Selected U.S. Coast Guard Vessels

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FINAL REPORT

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Office of Research Operation
Washington, Dec. 20590

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Mr. Scarano and Lt. Ed Magsig of the Office of Engineering, together with Mr. James A. White, of the Office of Research and Development provided valuable assistance in the formulation of the assumptions and guidelines governing this analysis.

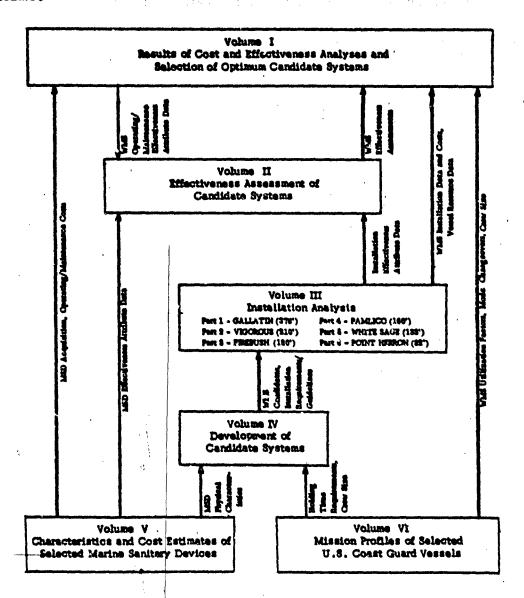
The cooperation of the officers of U.S. Coast Guard Cutters GALLATIN (WHEC - 721), VIGOROUS (WHEC - 627), FIREBUSH (WIB - 393), WHITE SAGE (WLM - 544), POINT HERRON (WPB - 82318), PAMLICO (WLIC - 800), CLAMP (WLIC - 75306), and SHADBUSH (WLI - 74287) in making available the ship logs and assisting in the interpretation of the log entries to develop the necessary data for the mission profile analysis is greatly appreciated.



PREFACE

The relationship among the volumes of the report is depicted below.

This relationship does not convey all the information contained within each volume.



SUMMARY OF MISSION PROPILE CHARACTERISTICS

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(2) Estimated data for PARIXCO (19% increase in used
(3) 12-month everupe haved on 8 months of data.
(4) 12-month everupe hased on 15 months of data.

• No time apont beyond restricted waters.
(7) Antarhadmant (87A - Scheduled Yard Availability)

120 hours added to Col. 1.

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TABLE OF CONTENTS

	Page
ACKNOWLEDGEMENTS	iti
PREFACE	lv
SUMMARY OF MISSION PROFILE CHARACTERISTICS	v
METRIC CONVERSION FACTORS	· vi
INTRODUCTION	. 1
OBJECTIVES	
SCOPE OF MISSION PROFILE STUDY	, 2
ASSUMPTIONS	. 2
Restricted Waters Waste Receiving Facilities WMS Operation Within and Beyond Restricted Waters Validity, Applicability and Generality of the Data Vessel Holding Time Requirements	4 4 5
APPROACH	. 8
Data Acquisition and Reduction	. 10
DEFINITIONS	. 19
Bravo Status Charlie Status Holding Times Refurbishment Scheduled Yard Availability Sortie imes Beyond Restricted Waters	. 19 . 19 . 20 . 20
RESULTS FOR GALLATIN (378')	. 21
SUMMARY OF MISSION PROFILE CHARACTERISTICS	. 22
HOLDING TIMES	. 23
List (by month) of Sortie Holding Times Frequency Table Histogram Cumulative Distribution Confidence Limits on Maximum Holding Time	. 24 . 25 . 26

TABLE OF CONTENTS (Cont'd)

	Page
TIMES BEYOND RESTRICTED WATERS	28
List (by month) of Times Beyond Restricted Waters Prequency Table Histogram Cumulative Distribution	29 3
DETAILED VESSEL MISSION PROFILE DATA	32
DETAILED SORTIE CHARACTERISTICS	44
RESULTS FOR VIGOROUS (210')	47
SUMMARY OF MISSION PROFILE CHARACTERISTICS	48
HOLDING TIMES	49
List (by month) of Sortie Holding Times Frequency Table Histogram Cumulative Distribution Confidence Limits on Maximum Holding Time	50 51 52
TIMES BEYOND RESTRICTED WATERS	54
List (by month) of Times Beyond Restricted Waters Frequency Table Histogram Cumulative Distribution	55 56
DETAILED VESSEL MISSION PROFILE DATA	58
DETAILED SORTIE CHARACTERISTICS	70
RESULTS FOR FIREBUSH (180')	72
SUMMARY OF MISSION PROFILE CHARACTERISTICS	73
HOLDING TIMES	74
List (by month) of Sortie Holding Times Frequency Table Histogram Cumulative Distribution Confidence Limits on Maximum Holding Time	75 76 77

TABLE OF CONTENTS (Cont'd)

		Page
7.	TIMES BEYOND RESTRICTED WATERS	. 79
	List (by month) of Times Beyond Restricted Waters Prequency Table	. 80 . 81
	DETAILED VESSEL MISSION PROFILE DATA	. 83
	DETAILED SORTIE CHARACTERISTICS	. 103
Œŝ	ULTS FOR PAMLEGO (160')	. 110
	SUMMARY OF MISSION PROFILE CHARACTERISTICS	. 111
	HOLDING TIMES	. 112
	List (by month) of Sortie Holding Times	113114115
	DETAILED VESSEL MISSION PROFILE DATA FOR SHADBUSH (74')	. 117
	DETAILED SORTIE CHARACTERISTICS FOR SHADBUSH (74')	. 132
	DETAILED VESSEL MISSION PROFILE DATA FOR GLAMP (75')	. 136
	DETAILED SORTIE CHARACTERISTICS FOR CLAMP (75')	. 139
RES	ULTS FOR WHITE SAGE (133')	. 140
	SUMMARY OF MISSION PROFILE CHARAC/TERISTICS	. 141
	HOLDING TIMES	. 142
	List (by month) of Sortie Holding Times	143144145
	TIMES BEYOND RESTRICTED WATERS	. 147
	List (by month) of Times Beyond Restricted Waters Frequency Table	. 148

TABLE OF CONTENTS (Cont'd)

	•	rage
DE	TAILED VESSEL MISSION PROFILE DATA	151
DE	TAILED SORTIE CHARACTERISTICS	161
RESULT	S FOR POINT HERRON (82')	165
នប	MMARY OF MISSION PROFILE CHARACTERISTICS	166
НО	LDING TIMES	167
٠.	List (by month) of Sortie Holding Times Frequency Table Histogram Cumulative Distribution Confidence Limits for Maximum Holding Time	167 168 169 170 171
TIP	MES BEYOND RESTRICTED WATERS	172
	Lic. (by month) of Times Beyond Restricted Waters Frequency Table	172 173 174 175
DE	TAILED VESSEL MISSION PROFILE DATA	176
DE	TAILED SORTIE CHARACTERISTICS	191
	LIST OF TABLES	
<u>Table</u>	•	Page
1	Vessels Included in Mission Profile Study	3
2	Relation Between Maximum and All Other Holding Times	7
3	Detailed Vessel Mission Profile Data	9

INTRODUCTION

OBJECTIVES

There are two essential reasons for analyzing vessel mission profiles in the context of this cost effectiveness study of wastewater management systems (WMS), namely:

- Determination of WMS design parameters. This information is derived from an analysis of the vessel holding time requirements, i.e., the maximum continuous time that the vessel will not be permitted to discharge wastewaters (either overboard or to a shoreside receiving facility). The maximum holding time associated with a vessel is an important WMS design parameter which is used (in conjunction with other considerations) to determine the following:
 - .. The sixing of candidate WMS equipments (holding tanks, pumps, etc.)
 - .. The equipment configuration of candidate WMS, i.e., the number of units of each type required
- Determination of WMS utilization characteristics. This information is used in estimating WMS operating and maintenance costs as a function of vessel. Specifically, the WMS utilization characteristics of interest are as follows:
 - .. WMS utilization factors, i.e., the percentage of total annual time that the WMS subsystems are in use
 - .. The number of WMS mode changeover cycles per year (primary to overboard and pierside to primary)
 - .. Vessel yard availability, to the extent that they affect WMS utilization

SCOPE OF MISSION PROFILE STUDY

This mission profile study is limited to the specific vessels and operational conditions indicated in Table 1. It is assumed that the data obtained is typical for the vessels operating from the home ports indicated and its associated geographical region. However, no attempt is made to extrapolate results to other vessels or operational conditions. Specifically, it should not be assumed that the results of this mission profile study are applicable under the following circumstances:

- . Other classes of vessels
- . Other vessels than those analyzed in the same class
- . The vessels analyzed when operating in different geographical regions than those for which data was collected

Further data collection and statistical analysis would be required in order to generalize the results of this study for the above or other circumstances.

ASSUMPTIONS

Several assumptions and guidelines were used in the course of this vessel mission profile study. The pertinent assumptions which affected the manner in which data was collected and analyzed as well as the results obtained are discussed below.

Restricted Waters

For purposes of this study, restricted waters are defined as the region of water within three (3) miles of any shoreline of the continental United States, as well as all inland waters (e.g., lakes, rivers, bays, etc.). It is noted that in certain geographical regions (e.g., those involving islands close to shore or close to one another, shoreline contours which have land projections close to one another, etc.) the determination of the 3-mile limit can be quite involved. Under such circumstances, since it is not practical for a navigator to continuously check for the presence of

Table 1
VESSELS INCLUDED IN MISSION PROFILE STUDY

SCHOOL OF DATA	Strike Log	Surmany Log	Sol vacances	21.410 21.410 11.715	Boy Lawrences	301 (200000	Roy s,dipys	Semesary Log
Time interval Source of	12 Months 7/1/14 - 6/30/15	12 Months 8/1/74 - 7/81/75	12 Months 8/1/14 - 7/81/15	STATE of the formation	36 Mooths 4/1/14 - 8/21/16	\$ Montes 2/22/15 - 10/31/75	\$ Months	15 Months 5/1/73 - 7/31/76
HOLE PORT	Governor's Masse. New York	More London, . Com.	Governor's Island, New York	Her Contraction (Intended for Operation in Depot Corput, Texas)	New Otleans, La. (Transferred to Galvonens, Taxas)	Galventon, Taxas. (Transferred to Mov Orleans, La.)	Woods Hole, Mass.	jay Shone, Nov Tork (Fise Mand)
COLETA	22	8	8	81	•	6.	n	w
TYPE	High Endorsace Cutter	Medium Endurance Curter	Booy Tendor (Seagning)	Buoy and Commerction Tender (Ibland)	Buoy Tender (Inlend)	Construction Tender (Inland)	Buoy Tender (Coneal)	Patrial Bogs (Small)
STD	WIEC-721 Hamilton (375') Class	WAEC-627 Desolve (210') B Class	W19-365 Baserood (180') C Class	WLJC -800	W.L-74287 Clematis (74°) Class	WLLC - 75206 Clamp (75.) Class	WLM-544 White Semmac (138") Class	C Class
VESSEL	GÁLLATIN (878)	VIGOROUS (7187)	FECEUSH (1807)	PAREJOD (1887) New Commercion Remei on Data from	(41) HSOBOVENS	CLAMP (TF)	(eet) 2548 213HA	POINT HERBAN (82") WPB-82318 Point (82") (

the vessel within restricted waters during vessel operations, estimates have to be made.

Waste Recening Facilities

Wastewater receiving facilities are assumed to be available at the vessel's home port and at a yard only. Waste off-loading facilities are assumed to be unavailable for the vessel at all other non-home ports regardless of type, i.e., Coast Guard, Navy, municipal, etc.

All calculations are based on the assumption that when the vessel is in its home port or at a yard, it is connected to the waste receiving facility but when it is in any other non-home port (or within restricted waters) it cannot discharge wastewaters and therefore must treat or hold them. It is noted that pierside waste receiving facilities were assumed to be available at a vessel's home port even though they were not present or operational during the time of the study (e.g., Governor's Island, New York).

WMS Operation Within and Beyond Restricted Waters

All results are computed on the basis of the following assumptions with respect to WMS operation:

- . Operation of WMS subsystems which are necessary to avoid discharge of wastewaters (i.e., the primary mode) is initiated as soon as the vessel enters restricted waters or leaves its home port and continues until the vessel either leaves restricted waters or arrives at its own home port or at a yard. WMS operation in the primary mode continues if the vessel is at any non-home port except a yard.
- As soon as the vessels arrive at its own home port or at a yard, it is connected to a pierside waste receiving facility and WMS subsystem operation is changed to the pierside discharge mode.

WMS operation in the overboard discharge mode is initiated as soon as the vessel leaves restricted waters and continues until it reenters restricted waters.

It is noted that in practice it may not be practical to operate a WMS in strict conformance to the above assumptions. As an example, when a vessel leaves and then reenters restricted waters after a short time duration, it may not be worthwhile to change the WMS operation to the overboard mode and then back to the primary mode. However, since any choice of a time interval which is considered to be "short enough" to warrant forgoing such mode changeovers is argumentative, no attempt was made to choose such a time interval for vessel operation beyond restricted waters.

R is also noted that in practice vessel operations may be modified slightly from the manner indicated by the mission profile data in order to facilitate WMS operation. As an example, the mission profile data may indicate that a vessel has left and reentered restricted waters after a very short time interval. However, if the vessel were equipped with a WMS which has a holding tank and the holding tank was full when the vessel left restricted waters, the vessel may remain beyond restricted waters for a longer period of time than indicated by mission profile data in order to facilitate emptying the holding tank. As another example, if a holding tank becomes full when a vessel is within restricted waters (or at a non-home port other than a yard), it may transit out of the restricted waters sooner than indicated by the mission profile data in order to pump out the holding tank.

Validity, Applicability and Generality of the Data

As discussed earlier (see Scope) this mission profile study is limited to the specific vessels included in this study and operating in the geographical area for which data was obtained.

The data and the results obtained from an analysis of this data are based on operational information from vessels which currently are not outfitted with the candidate was awater management systems included in this study. Reference has been made above to the possibility that if a vessel were equipped with certain types of WMS, vessel operations might be modified to some extent in order to accommodate WMS operational requirements or to make such operations more convenient.

In addition to the above two cautions and limitations regarding the applicability and generality of the data and the results, a question aries with respect to validity of the data taken over a limited period of time to represent and characterize that vessel for all time. All calculations and results of this study are based on the assumption that the data for a given vessel obtained is valid and representative and hence characterize the vessel.

Vessel Holding Time Requirements

As previously noted (see Objectives), the holding time requirement for a vessel is an important WMS design parameter. A basic question arises in connection with the choice of holding time goals for ach vessel, since the data indicates a wide distribution of holding times ranging, in some vessels, from relatively small numbers to relatively very large numbers.

For purposes of this study it was decided to base the holding time goal for a given vessel on the largest holding time encountered for that vessel, regardless of its prevalence in the data obtained, i.e., even if the maximum holding time occurred only once and is considerably higher than all other holding times (and in ordinary statistical analyses might be considered an outlier). It is noted that for some of the vessels included in this study, the maximum holding time is considerably out of range in comparison with the rest of the data. Table 2 shows the relation between the maximum holding time, the next smaller holding time and the percentage of all holding times excluding the maximum (i.e., the percentage of all holding times smaller than or equal to the next to the largest holding time).

Table 2
RELATION BETWEEN MAXIMUM AND ALL OTHER HOLDING TIMES

A SA TO ANTIQUE TO		ALL OTHER HO	OLDING TIMES
VESSEL	MAXIMUM	Next Smaller Holding Time (Hours)	% of All Holding Times Excluding the Maximum
GALLATIN (378')	97,\$	88.0	98.21
VIGOROUS (210")	172.0	72.0	96.77
FIREBUSH (180')	277.9	54.0	99.26
PAMLICO (160')* New Construction	456.0**	228.0	97.78
WHITE SAGE (133')	65.5	62.0	96.88
POINT HERRON (82')	99.0	21.5	99.12

^{*} Based on data from SHADBUSH (74") and CLAMP(75")

^{**} Maximum holding time used for WMS design purposes is 501 hours, an increase of 10% to reflect anticipated longer holding time requirements as a result of more available space for stocking supplies.

The decision to use the maximum holding time for a given vessel as the holding time requirement for that vessel (which was then used as a WMS design parameter) is based on the following two considerations:

- There is no provision in the law for deliberate violation of emission standards even a small percentage of the time. As a result, it is not reasonable to develop a WMS based on a design parameter which provides, with a priori knowledge for the violation of emission standards, even though such violations will occur on very rare occasions. This is to be distinguished from possible violations of emission standards due to either system failures or operator errors, since these have to be considered accidental rather than deliberate violations of emission standards.
- Even if the above consideration was ignored, any choice for a vessel holding time goal based on any given percentile of all holding times other than 100% (which corresponds to the maximum holding time) is an argumentative decision which cannot be readily justified.

APPROACH

The procedures used during the course of this vessel mission profile study for data collection and analysis are discussed below.

Data Acquisition and Reduction

Data for this mission profile study was obtained from visits to the vessels included in the study. The source of data was either the ship's log or the summary log (see Table 1). Assistance was obtained from vessel personnel in interpreting the data and making estimates when necessary. The basic data was recorded on a form similar to the one in the left hand side of Table 3. Data was recorded on a daily basis for each month.

Table 3

DETAILED VESSEL MISSION PROFILE DATA

Vessel_

TIME DYTERVALS
REYOND
RESTRICTED
WATERS
(Hours) initiation of a sortie SCHOOL CHARACTERISTICS (Extinated) OTHERS HOLDING TIME DATERVALS (Hours) T P-MILE Choesthics MONTER HOURS UNDER-WAY WITHIN 3-MILE TOTAL HOURS UNDER-WAY HOURS IN NON-HOME HOURS HOME DOCKINGS Year DATE Month

Dockings at a yard were indicated by footnotes and included in the home port columns, whereas the time spent at a yard were included in the non-home port column. This convention was adopted in order to conform to the assumptions regarding the availability of shoreside waste receiving facilities and in order to provide vessel mission profile parameters which can be readily used for estimating WMS operating and maintenance costs (i.e., WMS utilization factors and number of mode changeover cycles).

The information for the number of hours underway which were spent within the three (3) mile limit and the number of 3-mile crossings was obtained, with the assistance of vessel personnel, from the log entries of vessel activities (buoys tended, fisheries patrol, search and rescue, etc.) and reference to navigation maps. The time spent within restricted waters was often a composite figure which included two or more individual time intervals (i.e., transits in and out of restricted waters). Such times within restricted waters were split into its component time intervals on the basis of estimates and designated by footnotes.

The above information was then used to determine the sortic characteristics (see Definitions and following discussion) in the right hand side of the Table 3 and to prepare a detailed sketch of each sorties. This information was also used to prepare summaries of holding times and times beyond restricted waters, listed by month. These lists of holding times and times beyond restricted waters were used as the input data for the statistical caculations. A summary of vessel mission profile characteristics was also prepared from the data on the form in Table 3 for each vessel.

Sortie Characteristics

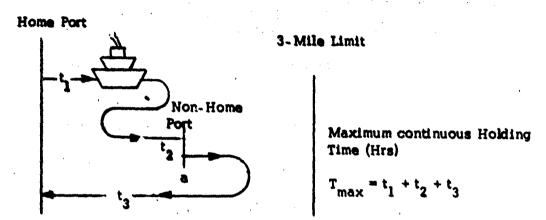
In order to develop the type of information necessary to formulate WMS design parameters and to estimate operating/maintenance cost, it is necessary to study sortic characteristics in some detail. Specifically, the sortic characteristics which are of interest are as follows:

- Holding times, including:
 - ... The maximum holding time for each sortie.
 - .. The other sortie holding times.
- . Times beyond restricted waters for each sortie.
- The number of 3-mile limit crossings.
- The number of shore dockings at home port, non-home ports and yards.
- . The time spent at home port, non-home ports and at yards.

To facilitate the development of the necessary type of data, a sketch was prepared for each sortie. In addition, an attempt was made to group all sorties into a few general types. It was found that although each sortie is unique and therefore no one set of sortie types can completely characterize all sorties, it was possible to develop four sortie types with variable parameters (i.e., the number of 3-mile limit crossings, the number of pier dockings, etc.) to categorize all sorties encountered. On the mission profile data form in Table 3, the first column of the right hand portion of the form is used to designate the limits (i.e., beginning and end) of each sortie, the sortie type and the parameters associated with each sortie. The other three columns are used for entering, for each sortie, the maximum holding time, the other sortie holding times and the sortie times beyond restricted waters. It is noted that the sortie holding times and times beyond restricted waters are computed subject to the governing assumptions (see / Assumptions). The four types of sorties used to categorize the vessel operations and their associated parameters are presented below.

TYPE I

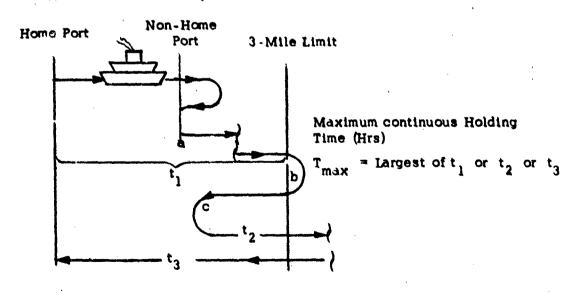
Vessel departs from home port, may dock at non-home port, may (within restricted waters) spend time at non-home port, departs from non-home port, performs all of its duties within restricted waters (inland waters and/or within 3-mile limit of established zone*) and return to home port, without having crossed the 3-mile limit.



* Restricted zone as indicated on navigation maps.

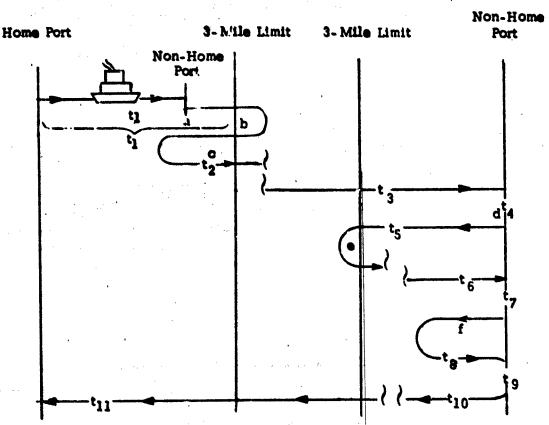
TYPE II

Vessel departs from home port, may dock at non-home port, may spend time at non-home port, departs from non-home port, performs some of its duties within 3-mile limit (it may repeat this process several times), crosses the 3-mile limit, performs additional duties (this may occur several times), and return to home port.



TYPE III

Vessel departs from home port, may dock at non-home port, may spend time at non-home port, departs non-nome port, performs its duties, crosses 3-mile limit (possibly several times), transits to another non-home port crossing its 3-mile limit, docks at non-home port, spends time at non-home port, departs non-home port, performs its duties, possibly crosses 3-mile limit several times, returns to non-home port, spends time at non-home port, departs from non-home port, crosses 3-mile limit, performs its duties and return to home port.

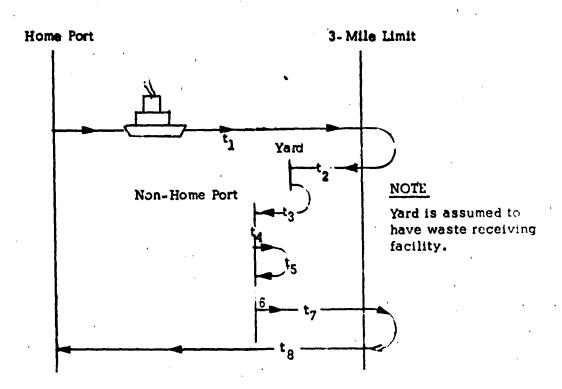


Maximum continuous Holding Time (Hrs)

$$T_{\text{max}} = \text{Largest of } t_1 \text{ or } t_2 \text{ or } t_{11} \text{ or } (t_3 + t_4 + t_5 + \dots) \text{ or } (t_6 + t_7 + t_8 + t_9 + t_{10} + \dots)$$

TYPE IV

Vessel departs from home port, performs its duties, crosses 3-mile limit, performs more duties, crosses 3-mile limit and docks at yard. Vessel is overhauled or refurbished at yard, departs yard, transits to non-home port, docks at non-home port, spends time at non-home port, departs non-home port, performs its duties, returns to non-home port (performs this sequence several times), crosses 3-mile limit and returns to home port.



Maximum continuous Holding Time (Hrs)

 $T_{\text{max}} = Largest of t_1$ or t_2 or t_8 or $(t_3 + t_4 + t_5 + t_6 + t_7)$.

Annualization of Data and Results

As indicated in Table 1, the data collected for some of the vessels covered periods which were either less or more than a year. Since many of the desired results are required on an annual basis, it was necessary to prorate the data in order to obtain annualized results. The prorating procedure for the time spent by the vessel at various location is based on the actual number of hours in the given period covered by the data instead of the number of months in the period, due to the non-uniformity of the months. No attempt was made to prorate the time spent in a yard. This decision was adopted because the time a vessel spends in a yard is either scheduled in advance or is due to random failures (i.e., vessel refurbishment), for which there is no well defined basis for a prorating scheme. A problem arose in the case of the POINT HERRON (82') in which this procedure could not be strictly adhered to because two refurbishments of significantly different durations (38¢ and 216 hours) occurred during the time interval over which data was collected. The procedure used in this case was to obtain a weighted average yard time (480 hours) based on prorating the sum of the two refurbishment times (600 hours) over the time interval (15 months) over which data was taken (i.e., multiplying 600 by 12/15). The weighted difference of 120 hours was added to the home port figure. Annualization of the number of dockings and the number of 3-mile limit crossings was obtained by prorating on the basis of the number of months in the time interval over which data was collected.

The details of the calculations for annualizing the results for the WHITE SAGE (133'), the POINT HERRON (82') and the PAMLICO (160') are presented below.

WHITE SAGE (133')

8 months of data over the period 8/1/74-7/31/75 (for months 8, 10, 12/75 and 2, 4, 5, 6, 7/75)

8.544 Hours

Use $\frac{8.544}{5,616}$ for Annualization

Resúlts

Vessel Location	Totals for 8-Month Period (Hours)	Annualized Totals (Hours)
In Home Port	4,942.5	7,519.A
In Non-Home Port	184.5	280.7
Underway	489.0	743.9
In Yard (Refurbishment)	216.0	216.0
Sum	5,832.0	8,760.0

POINT HERRON (82')

15 months of data over period 5/1/73-7/31/74

Yard time (Refurbishment) = 384 + 216 = 600 Hours

Yard time provated for year = $60 \times \frac{12}{15} = 480$ Hours

(Balance of 120 hours added to home port time)

One Year

Use
$$\frac{8,280}{10,488}$$
 for Annualization

Regults

Vessel Location	Totals for 15-Month Period (Hours)	Annualized Totals (Hours)
In Home Port	9,789.5 + 120 = 9,918.5	7,830.4
In Non-Home Port	116.0	91.6
Underway	453,5	358.0
In Yard (Refurbishment)	600.0	480.0
Sum	10, 488.0	8,760.0

PAMLICO (160')

Based on data from SHADBUSH (74') and CLAMP (75')

17 Months of data over period 6/1/74-10/31/75

For SHADBUSH (74') - 15 Months

6/1/74-8/21/75

FOR CLAMP (75')

- 2 Months

8/22/75-10/31/75

17 Months - 12, 432 Hours (518 Days x 24 Hrs./Day)

12 Minths -- 8, 760 Hours (365 Days x 24 Hrs./Day)

Use $\frac{8,760}{12,432}$ for Annualization

Results

Vessel Location	Totals for 17 Months (Hours)	Annualized Totals (Hours)		
In Ridge Port	8, 903.0	6, 273.3		
Underway	3, 529.0	2,486.7		
Sum	12,432.0	8,760.0		

Since the plans for the PAMLICO (160') new construction vessel indicate more available space for stocking supplies than the vessels for which data were obtained, the underway time for this vessel was increased by 10% (to 2,735.3 hours), thus decreasing the time in home port by 10% (to 6,024.2 hours). These vessels operate primarily in inland waters and therefore no instances of visits to non-home ports were recorded. No visits to a yard occurred during the time interval over which data was taken.

Statistical Analysis of Data

The statistical analyses were performed with the aid of a computer, utilizaing statistical analysis programs which were accessed through a terminal interconnected by telephone lines to an IBM 370 computer operating in a time sharing mode. The summaries of holding times and times beyond restricted waters, listed by month for each vessel, were used as the basic input data files for statistical analyses. The following computer printouts were obtained:

- Frequency tables for holding times and times beyond restricted waters. The frequency tables provide the following types of information:
 - .. The unique time intervals (listed in ascending order).
 - .. The count of the number of occurrences of each unique time interval.
 - .. The relative frequery (% of total) of each unique time interval.
 - .. The cumulative count of all time intervals which are equal to or less than each unique time interval (in ascending order).
 - .. The cumulative relative frequency (cumulative % of total) of all time intervals equal to or less than each unique time interval (in ascending order).

- Histograms for holding times and times beyond restricted waters
 - . Cumulative distributions for holding times and times beyond restricted waters.
 - Confidence limits on the maximum holding time for each vessel.

 Lower confidence limits for levels of 50, 75, 90, 95, and 99% were obtained. The output lists the lower and upper confidence bounds which are the smellest and largest percentage of all holding times that are expected to be smaller than the maximum holding time on a long-run basis. Since the maximum holding time was used as the lower limit for this calculation, 100% of the data are below this value and hence the upper confidence bound is 100%. This binomial confidence limit calculation is non-parametric, i.e., good for any distribution.

DEFINITIONS

The definitions of certain terms used in conjunction with this vessel mission profile study are given below.

Bravo Status

The time allowed for a vessel to get underway.

Charlie Status

The vessel is tied up for maintenance, usually at its own home port.

Holding Times

The continuous time intervals during which a vessel is in restricted waters and/or in any non-home port, other than a yard. The maximum Holding Time for a given vessel is the largest holding time encountered during the time period over which data was taken. During holding time intervals, wastewaters may not be discharged overboard and therefore have to undergo Treatment/Disposal by the vessel WMS (i.e., it must operate in the primary mode).

Refurbishment

Unscheduled vessel repairs which cannot be made at a vessel's home port and hence are made at a yard.

Scheduled Yard Availability

Time set aside for vessel maintenance and overhaul at a yard.

Sortie

The various vessel movements, i.e., the transits in and out of restricted waters, arrivals at and departures from ports, etc., associated with the normal operations of a vessel. For purposes of this study, a sorties is initiated when a vessel leaves its own home port or a yard (i.e., when it is disconnected from a shore waste receiving facility) and ends when the vessel arrives at its own home port or at a yard (i.e., when it is connected to a shore waste receiving facility).

Times Beyond Restricted Waters

The continuous time intervals during which a vessel is beyond restricted waters. When a vessel is beyond restricted waters, it may discharge wastewaters overboard (i.e., the WMS may operate in the overboard discharge mode).

GALLATIN (378')

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Vessel Characteristic	Data				
Class	WHEC - 721 Hamilton (378') Class				
Туре	High Endurance Cutter				
Crew Size	152				
Home Port	Governor's Island, New York				
Mission Profile Data Source and Time Interval	From Ship's Log 12 Months 7/1/74-6/30/75				

SUMMARY OF MISSION PROFILE CHARACTERISTICS

Vessel GALLATIN (378')

(One Year Average - July 1974-June 1975)

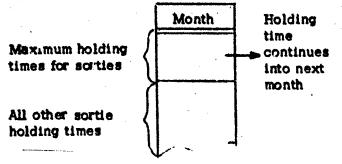
% of time in home port (4556.5 hours)	52,0			
% of time in non-home port (768.5 hours)				
% of time in yard* (864.0 hours)	9.9			
% of time underway(2571.0 hours	29.3			
% of time within 0-3 mile limit (205.0 hours)	2.0			
% of time outside restricted waters (2366.0 hours)	27.0			
% of underway time within 0-3 mile limit	8.0			
% of underway time outside restricted waters	90.0			
Number of 3-mile crossings	72			
Number of home port dockings	39			
Number of non-home port dockings	51			
Holding time (hours), i.e., time spent within 0-3 mile limit and/or in non-home port	973.5			
% of time spent within 0-3 mile limit and/or in non-home port	11.0			
Maximum holding time (hours), i.e., largest time interval within 0-3 mile limit and/or in non-home port)	97.5			
Maximum continuous number of hours outside restricted waters	430.0			

^{*} Refurbishment

HOLDING TIMES

Vessel GALIATIN (378')

1974											
July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
9.0	4.0	76.0	5.0	75,0	2.0	2.0	8.5	57.5	9.0	97.5	7.0
1.75	2.0	23.5	12.5	3.0	2.0	2.0	1.0	2.5	2.0	1.5	14.0
1.75	4.0		2.0		2.0		1.0		4.0	26.5	16.2
	2.0		5.0		2.0				14 A 15	14.0	13.0
•	2.0				Si [*]		11.5			88.0	7.0
	24.0		ja viriana		- 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	18 15 1974 (sig * No.ayr	12.0	13.0
	2.0				50 (8) Si	and an				12.5	61.0
	2.0	1 14 6 3									24.5
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											60.5 2.0
											4.0
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GALLATIN (378')

HOLDING TIMES

	QUE	d C 1 1	W R L C	(5)	" .	
(1) CELL		(3)	(4)	CUM		
LOWER	(2)	REL	CUM	REL	٠,	
LIMIT	FREQ	FREQ	FREQ	FREQ	NO	ES:
1.0000	2	3.57	7	3.57	; /* \	
1.5000	n î	1.79	3	5.36	(1)	Unique values of holding
1.7500	. 2	3.57	3 5	8.93		time durations (hours)
2.0000	15	26.79	20	35.71		
2.5000	1	1.79	21	37.50	(2)	Count of the number of
3.0000	1	1.79	55	39.29		occurrences of holding
4.0000.	Ą	7.14	26	46.43		times of indicated
5.0000	Ş	3.57	28	50.00		duration
7.0000	2 1	3.57	30	53.57		
3.5000	1	1.79	31	55.36	(3)	% of all holding times
9.0000	2	3.57	33	58.93		of indicated duration
12.0000	1	1.79	34	60.71 64.29		AT WINTOUGH ANTIGUEDIT
12.5000	2	3.57	36 38	67.36	in	Cumulative count of
13.0000 14.0000	, 5 5 5	3.57 3.57	30 40	71.43	(4)	
16.2500	1	1.79	41	73.21		number of holding times
20.0000	i	1.79	42	75.00		of indicated duration or
22.7500	i	1.79	43	76.79		less
23.5000	i	1.79	ųú	78.57		•
24.0000	î	1.79	45	80.36	(5)	Cumulative % of all
24.5000	· ī	1.79	46	82.14		holding times of indicated
26.5000	i i	1.79	47	83.93		duration or less
40.0000	1	1.79	ĦĠ	85.71		
57.5000	1	1.79	μŲ	97.50		
50.0000	1	1.79	50	89.29		
60.5000	1.1	1.79	51	21.07	1	
61.0000	1	1.79	52	92.86		
75.0000	1	1.79	53	94.64		
76.0000	ļ	1.79	54	96.43	:	•
88.0000	1	1.79	55 56	98.21 100.00		
97.5000	1	1.79	20	T00.00		

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					HH HH HH HH HH	0000.06	
					XX XX XXX X X	0000.08	•
		8 5	4.5 Hour		# # ####= # # # #	0000.07	8)
	CALLATIN (378") HOLDING TIMES	Sample Size - 56 Mean - 17.4 Hours	lation - 2		xx xx xxx-	0000.09	ME (HOUR
	CALL	Sampl	Standard Devlation - 24.5 Hours		xx- xx xx xx xx-	0000.04	HOLDING TIME (HOURS)
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, i	70.00.		n N	GALLATIN (378')	
		•	×	HOLDING TIMES	
CUMULATIVE DISTRIBUTION (%)	60.00.		x x	Sample Size - 56	.
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		, x		Numerals on curve indicate the number of duplicate to	
		x		at the given location.	
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	0,00	0.000		50.000	100.000
		0.000	HOI	DING TIME (HOURS)	200,000

GALLATIN (378')

CONFIDENCE LIMITS ON MAXIMUM HOLDING TIME

LOWER LIMIT? 97.5001 100 & BELOW THE LOWER LIMIT

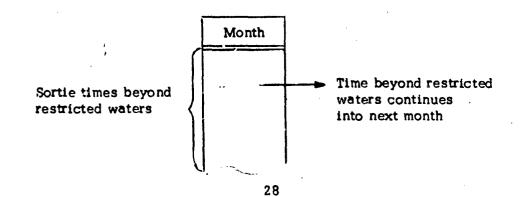
CONF	LEVEL	LOWER	UPPER
. 1	50		100.00
•	75	96.40	100.00
8	90	94.80	100.00
•	95	93.70	100.00
8	99	91.00	100.00

Sample Size - 56
Maximum Holding Time - 97.5 Hours

TIMES BEYOND RESTRICTED WATERS

Vessel GALLATIN (378')

974-			-	·		1975-					-
July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
7.0	16.0	416.0	62.5	6.5	212.0	60.5	123.5	158.0		45.0	31.5
	4.0	192.5	14.0		93.0			430.0-	-	94.0	11.0
	8.0								3.5	10.0	17.0
	84.0									8.0	11.0
	1		,							12.0	11.0
			·							35.5	47.0
										25.5	23.5
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GALLATIN (378')

TIMES BEYOND RESTRICTED WATERS

	QUEN	C Y T	ABLE	(5)		
(1) CELL LOWER LIMIT	(2) FREQ	(3) REL FREQ	(4) CUM FREQ	CUM REL FREQ	NOT	ES;
3.5000 4.0000 6.5000 7.0000	1 2 1 2	2.78 5.56 2.78 2.78 5.56	1 3 5 7	2.78 8.33 11.11 13.89 19.44	(1)	Unique values of time durations (hours) beyond restricted waters
10.0000 11.0000 12.0000 13.0000 14.0000	2112132111	2.78 8.33 5.56 2.78 2.78 2.78	8 11 13 14 15 16	22.22 30.56 36.11 38.89 41.67 44.44 47.22	(2)	Count of the number of occurrences of time intervals beyond restricted waters of indicated duration
17.0000 20.0000 23.5000 25.5000 31.5000	1 1 1 1	2.78 2.78 2.78 2.78 2.78	18 19 20 21	50.00 52.78 55.56 58.33	(3)	% of all time intervals beyond restricted waters of indicated duration
35.500J 44.0000 45.0000 47.0000 60.5000 62.5000 84.0000	1 1 1 1 1 1	2.78 2.78 2.78 2.78 2.78 2.78	22 23 25 26 27 28	61.11 63.89 56.67 69.44 72.22 75.00 77.78	(4)	Cumulative count of number of time intervals peyond restricted waters of indicated duration or less
93.0000 94.0000 123.5000 158.0000 192.5000 212.0000 416.0000 430.0000	1 1 1 1 1 1 1 1 1	2.78 2.78 2.78 2.78 2.78 2.78 2.78	29 30 31 33 33 35 36	80.56 83.33 86.11 88.89 91.67 94.44 97.22	(5)	Cumulative % of time intervals beyond restricted waters of indicated duration or lass

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	CALLATIN (378")) RE	Sample Size -	•	viat		•		**			×		***	
	3	TIMES BEYOND RESTRICTED WATERS	Sam	Mean - 65.7 Hours	Standard Deviation - 102,6 Hour							XX" XX"		0000.02	?
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		* ···· * * * * * * * * * * * * * * * *	GALLATIN (378") TIMES BEYOND RESTRICTED	WATERS
· · · · · ·	70.00.		Sample Size - 36	
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		0.000	250.000 RESTRICTED WATERS (HOURS)	500.000

Vessel GALLATIN (378')

		ב	DOCKLINGS	NGS			HOURS		HOURS			SORTIE	SORTE CHARACTERISTICS (Estimated)	dmated)
Type	DATE	Hon	П	Non-L	ome	HOURS	Z	TOTAL	UNDER	NOMBER		Ä	TO THE STATE	, TIME INTERVALS
7,254	r 14 74	14vh	parture	i APJ	parime	HOME	NON- HOME PORT	UNDER- WAY	WITHIN 3-MILE	3-MILE CROSSINGS	TITE		INTERVALS (Hours)	RESTRICTED WATERS
7,25#		γĽ	90	υV	ra				TIMIT			жүж	OTHERS	(Hours)
7/28# x x 15.0 9.0 9.0 0 I 9.0 7/28# x x 13.5 10.5 3.5(1) 2 II b=1 1.75 1.75	/1-1/25#					600,0								
7/28# 48.0	9	×	×			15.0		9.0	9.0	0	1	9.0		
-7/31# x x 13.5 10.5 3.5(1) 2 II b=1 1.75 1.75 1.75 1.75 1.75	7/27-7/28#					48.0								
	62/1	×	×			13.5		10.5	3,5(1)		II b=1	1.75	1.75	7.0
	/30-7/31#					48.0								
											1	Magazan .	,	
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											w. G			
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Vessel CALLATIN (378")

Sheet 2 of 12	fmated)	TIME INTERVALS	BEYOND RESTRICTED WATERS	(Hours)		16.0			4.0		8.0				84.0, 416.0	192.5, 62.5					
	SORTIE CHARACTERISTICS (Redinated)		HOLDING TIME INTERVALS (Hours)	OTHERS		2.0		,	2.0		2.0				40.0, 23.5	12.5, 2.0					
	SORTE O		¥ -	MAX	4.0	2.0		4.0	2.0		2.0	24.0			76.0			:			•
			TYPE		1	II be-1		I	II bel		11 12-11	1			H e-1	Į	? ?	•••	•••	• • • •	• • •
,		NOMBER	3-MILE CROSSINGS		O	2		0	2		2	0			2			•			
	Section 5.	UNDER	WITHIN 3-MILE	LIMIL	4.0	4.0(1)		4.0	4.0(1)		4.0(1)	24.0			4.0(1)						
٠		TOTAL	UNDER-		4.0	20.0		4.0	8.0		12.0	24.0			88.0				-		
	HOURS	3	NON- HOME PORT						,						•	24,0(2)		·			
		HOURS	HOME		20.0	4.0	96.0	20.0	16.0	0°96	12.0		24.0	264.0	0.8						
		Non-Home	parture	9 0													ļ				
	DOCKINGS	Non	[avi	uv												×					
	DOC	Home	emnaq		×	×		×	×		×	×			×			_	-		
974			Javh	-V		×		×	×		×		×	表)			_			
AUGUST 1974		DATE	Month 8 Tear 74		8/1*	2/8	8/3-8/6#	8/7	8/8	8/9-8/12*	8/13	8/14	8/15*	8/16-8/26#	8/27-8/30	16/31					

^{*} Bravo Status # Charlie Status

⁽¹⁾ Underway time within 3-mile limit split in half. (2) Port Everglades, Florida

CALLATIN (378")
0
Vessel

_		·.																		
timated)	, TIME INTERVALS	RESTRICTED WATERS	(Houns)									1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		t						
SORTIE CHARACTERISTICS (Estimated)	A CANAL PROPERTY	INTERVALS (Hours)	OTHERS													2				
SORTIE	75	E T	MAX			;							,						1	
		TYPE		•••		• • •	•••		•••		• • •		• • •			• • •	• • •	• • •		• •
	NUMBER	3-MILE CROSSINGS		1		2														
HOURS	UNDER-	WITTEN 3-NOLE	LIMIT	2.0	2.0	4.0(1)											•			
	TOTAL	UNDER-		12.0	408.0	196.5		,											,	
HOURS	3	NON- HCME PORT		12.0		19,5	72.0													
	HOURS	HOME																		
	Non-Home	enum i q	De	×															,	
DOCKINGS	You	[avi								_	_	_	_		_			_		_
8	Home	lavin emmaq	+						-	+	_	-	<u> </u>	-	-		_			_
Δ	DATTE	 		. 1/6	9/2-9/18	9/19-9/27	9/28-9/30*									4533 III (III)	Ti. (* 11			

(1) Underway time within 3-mile limit split in half.

	4	DOCKINGS	3			HOURS	;				SORTIF C	SCRITE CHARACTERISTICS (Endmanad)	imeted)
DATE	Home	П	Non-Home	Some	HOURS	2	TOTAL	UNDEK	NOMBER		٩	Service Services	TIME INTERVALS
Tear 74	lavi	emuted	[Maj	emused	HOME	NON- HOME	UNDER-	WITHIN 3-MEE	3-MILE CROSSINGS	E E	f -	INTERVALS (Hours)	RESTRICTED WATERS
	224	pa	Pγ	De				CIMIT			MAX	OTHERS	(Hours)
10/1-10/3*				×		5.5	66.50	4.0(1)	2	• • •			
10/4	×		×	×	19.0	3,5	1,5		0	•••			
10/5-10/154					264.0								
10/16		×					24.0	10.0(1)		ī	5.0	5.0	14.0
10/17-10/37 x(2)	×(2)				·	360.00							
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Vessel GALLATIN (378")

12.5 11.5 11.5 11.5 11.5 12.0.0 3.5(1)			200.000	HOURS	***************************************	-	l amazaran l		SORTIE C	SORTIE CHARACTERISTICS (Estimated)	dmated)
HOWE HOME WITHIN 3-MILE (Hours) PORT WAY 2-MILE CROSSINGS 12.5 11.5 11.5 0 10 10 11.5 0 11.5 2.5 10.0 3.5(1) 2 120.0 3.5(1) 2		Non-Home		3	TO TO TO	O POLICE A	NO MORE A		Jn ·	A DANC THE	TIME INTERVALS
12.5 11.5 11.5 0 11.8=2 75.0 3.0 11.5 2.5 10.0 3.5(1) 2 d=1 120.0		emused	HOME	NON- HOME	UNDER-	WITHIN 3-MILE	3-MILE	TYPE	{	NTERVALS (Hours)	BETCND RESTRICTED WATERS
12.5 11.5 11.5 0 II a=2 75.0 3.0 11.5 11.5 2 10.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	∘ α				LIMIT			XVX	OTHERS	(Hours)
12.5 11.5 11.5 0 Ha=2 75.0 3.0 19.0 5.0 5.0 0 d=1 24.0 24.0 0 d=1 120.0	1			504.00							
11.5 2.5 10.0 3.5(1) 2 120.0						11.5	0	П а=2	75.0	3.0	6.5
11.5 2.5 10.0 3.5(1) 2 120.0 3.5(1) 2		×			5.0	5.0	0	4			
11.5 2.5 10.0 3.5 ⁽¹⁾ 2 120.0 120.0 120.0 120.0 120.0					24.0	24.0	0				
	×	×	11.5	2.5	10.0	3.5(1)					
			120.0								
										· · · · · · · · · · · · · · · · · · ·	-
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36

Vessel GALLATIN (3781)

21	1	3		1	_		1		-1												
Sheet 6 of 12	(mated)	TIME INTERVALS	RESTRICTED WATERS	(Hours)		212.0	*	93.0								A company to the first of the second of the				教育院的	
	SORTIE CHARACTERESTICS (Estimated)	HAT THE TIME	INTERVALS (Hours)	OTHERS	·	2.0		2.6						•		Administrações de Caraca (Constante de Caraca Constante de Caraca					
	SORTE C	×		XVX	-	0.2		2.0				,			, , , , , , , , , , , , , , , , , , ,						• •
			FIFE	-		Ħ		Ħ								:		190 ₄ 100			: :
		NUMBER	S-MILE ROESINGS			2		2					:								
		-MOGNO		TIMIT		4.0(1)		4.0(1)					·						·		
		TOTAL	UNDER-			215.0		97.0												,	
	HOURS	Z	HOME FORT																		
		HOURS	HOME		360.0		47.0		24.0												
		Non-Heme	semeti	-											_	_	L.	C			L
	DOCTORGE	Į.	HABI	-				×		_	┡	-	╀	-	\vdash		-	-	-	\vdash	$ar{L}$
974	ğ	Forms	fav k emenaq	-			×			-	\vdash	-	\vdash	\vdash	\vdash		-	\vdash	-	\vdash	+
DECEMBER 1974		DATE	ابدلند		12/1-12/5	12/16-12/24	12/25-12/26	12/27-12/30	12/31 (2)												

37

(1) Underway time within 3-mile limit split in half.

DETAILED VESSEL MISSION PROFILE DATA

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Sheet 7 of 12	(matech)	TIME INTERVALS	BETOND RESTRICTED WATERS	(Hours)		60,5		•														
	SORTIE CHARACTERISTICS (Estimated)	and the state and	INTERVALS (Hours)	OTHERS		2.0										; ;						1
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		TOTAL	UNDER-			64.5															-	
	HOURS	ß	NON- HOME PORT													ı						
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		Non-Home	parture	-0																		
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	DOCKINGS	Home	enumed			Χ.		<u> </u>	-	-	-		-	-		-	_	_			_	
1975			[gv]			1	-	-	-	-	-	-	-	-	-	_	-	-	_		-	
JANUARY 1975		DATE	Month 1 Tear 75		1/1-1/28	1/29-1/31																

(1) Underway time within 3-mile limit split in half,

			DOCKINGS	95 <u>2</u>	П		SHUCH		HOURS			SORTE	SORTIE CHARACTERISTICS (Sedmene)	(mened)
	Month 2 Tear 75	H Isvi	amund	Lavit H Similaq	g sumsed	HOLE PORT	IN NOW- HOME	TOTAL HOURS UNDER-	WAY WITHIN 8-MILE	NUMBER OF 3-MILE CROSSINGS	ATT	*	HOLDING TIME INTERVALS (Hours)	TINE DITERVALS BETOND ESSTRICTED WATERS
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	2/21-2/22#	×				48.0								
	2/23-2/28		×			18.5		125.5	2.0(1)	2	Ħ	1.0	1.0	123.5
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•	# Charlie Status	stras			3	Underw	ray time	within 3	-mile it	(1) Underway time within 3-mile limit split in half,	in helf.			

GALLATIN (378')

Vessel

Sheet 9 of 12 TIME INTERVALS
BEYOND
RESTRICTED
WATERS 158.0, 430.0 (Hours SORTIE CHARACTERISTICS (Estimated) 2.5, 2.0 HOLDING TIME
INTERVALS
(Hours) OTHERS 57.5 MAX **1=P Ⅲ** (1) Underway time within 3-mile limit split in half. (2) Azores TYPE 3-MILE CROSSINGS NUMBER 5.0(1) HOURS
UNDERWAY
WIT''IN
3-MILE 2.0 163.00 304.00 TOTAL HOURS UNDER-WAY HOURS IN NON-HOME 5,0 48.0 224.0 HOME HOURS 3 Departure × Non-Hom **LavimA** DOCKINGS × × Departure # Charlie Status **MARCH 1975** 3/18-3/19 3/1-3/10# 3/11-3/17 3/20-3/31 Month 3 DATE

Vessel GALLATIN (378")

	×	DOCKDIGS	3			HOURS		HOURS			SORTE C	SORTE CHARACTERISTICS (Entimened)	frested)
DATE	Horne	П	Most Hom	900	HOURS	2	TOTAL	- MOCNO	NOM S		*	HOLDENG TIME	TOG DITERVALS
Month 4	lavh	perture	lavh	emmaq:	HOME	HOME FORT	UNDER-	WITHIN P-MILE	2-MILE CROSSINGS	E		INTERVALS (Hours)	RESTRICTED WATERS
	٧٠	20	۷۲	20				Thurs			MAX	OTHERS	(Hours)
17-1/8						,	130.0(2)	2.0	1				
4/7-4/134				Ţ	182.0					• • •			
4/14		×	×	×	15.0	5.0	4.0	4.0	0	11 0=1	9.0	4.0	9.6
4/15	×				16.5		7.5	4.0(1)	2	ī		The state of the s	
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[#] Charlie Status

⁽¹⁾ Underway time within 3-mile limit split in half. (2) Azores

Vessel GALLATIN (378")

MAY 1975						n n v	O PE ANTI-WITTED TOP SOA	T ATT OF	18/8	;			Sheet 11 of 12
		DOCKINGS	SS			HOURS		HOURS			SORTIZ	SORTIE CHARACTERISTICS (Estimated)	fmated)
DATE	Home	او	Non-Home	lome	HOURS	3	TOTAL	UNDEX-	NUMBER		=	HOLDING TIME	THE INTERVALS
Month 5 Tear 75	Ísv	amma	Iav	amns	HOME	HONE HOME	UNDER- WAY	WITHIN 3-MILE	3-MILE CROSSINGS	J. C.		INTERVALS (Hours)	RESTRICTED VATER
	mΛ	Dep	'nΑ	Deb		i Carrie		LIMIT			MAX	OTHERS	(Hours)
5/1-5/10#					240.0								
5/11-5/12		×					48.0	3,0(1)	2	III d=16	97.5	1.5, 26.5,	45.0, 94.0,
5/13			×			24.0(2)				. 9.15		14.0, 88.0,	10.0, 8.0,
5/14-5/17				×	!		96.0	2.0(1)	. 2	• • •		12.0, 12.5,	12.0, 35.5,
5/18-5/21#			×			96.3(3)				• • •		22.75, 16.25,	25.5, 31.5,
5/22			×	×		13.0(3)	11.0	1.0(1)	2	• • •		13.0, 7.0,	11.0, 17.0,
5/23			×	×		15.0(3)	9.0	1.0(1)	2	•••		13.0, 61.0,	11.0, 11.0,
5/24-5/26#						72.0(3)				• • •		24.5, 20.0,	47.0, 23.5,
5/27	 		×	×		11.0(3)	13.0	1.0(1)	2	• • •		60.0, 60.5,	4.0, 12.0,
5/28-5/29			×	×		11,5(3)	36.5	1.0(3)	2	• • • •		2.0	
5/30-5/31			×	×		21.5(4)	26.5	1.0(2)	2	• • • •			
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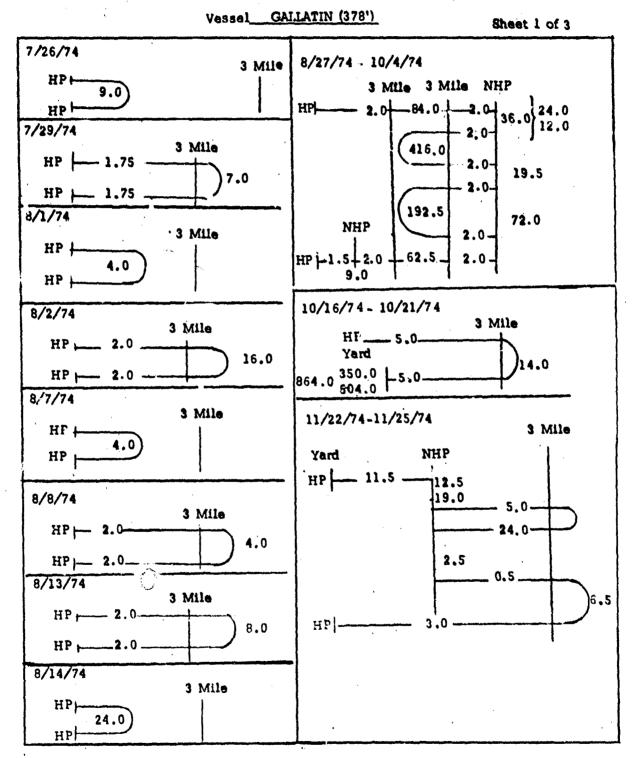
(1) Underway time within 3-mile limit split in half. (2) Charleston (3) Cuba (4) Santo Domingo

Vessel GALLATIN (378")

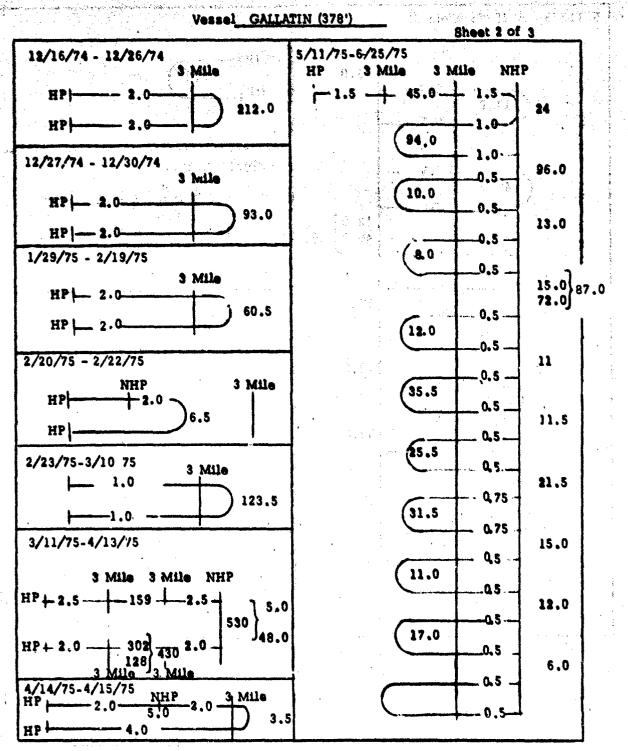
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	MOKER	2-MILE CROSSINGS		7	2	2	2	2		2	2	2	2	2	2	-	0		2	
HOURS	COND	Z W .		1.5(1)	1.0(1)	1,0(1)	(1)0.1	1,0(1)		1,0(1)	1.0(1)	1,0(1)	1.0(1)	1.0(1)	4.0(1)		7.0		8.0(I)	
	TOTAL	UNDER-		33.0	12.0	18.0	12.0		·	48.0	24.5	5.0	13.0	14.0	48.0		7.0		28.0	
HOURS	2	NON- HOME PORT		15.0(3)	12.0(2)	(2)0~9	12.0(2)	12,0(2)	48.0(2)		23.5(2)	19.0(2)	59.0(4)	58.0 ⁽⁴⁾					10.0	
		HOLE									,					0.96	17.0	48.0	10.0	
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ביבר שניתו	DATE	Month 6 Tear 75		6,1-6/2	6/3	6/4	9/2	9/9	8/9-1/9	01/9-6/9	6/11-6/12	6/13	6/14-6/16	6/17-6/19	6/20-6/21	6/22-6/25	97/9	6/27-6/28	6/25-6/30	

(1) Underway time within 3-mile limit split in half, (2) Cuba (3) Santo Domingo (4) Port Everglades

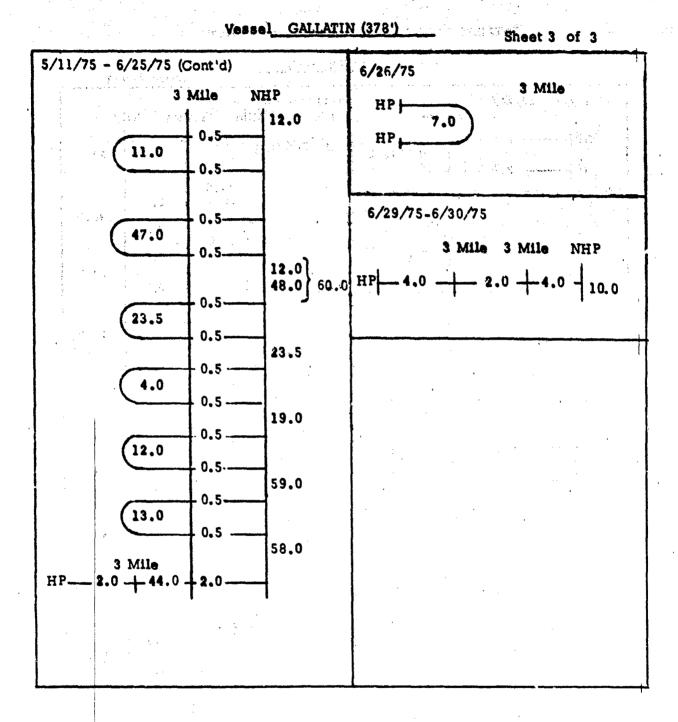
DETAILED SORTIE CHARACTERISTICS (Estimated)



DETAILED SORTIE CHARACTERISTICS (Estimated)



DETAILED SORTIE CHARACTERISTICS (Estimated)



VIGOROUS (210')

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Vessel Characteristic	Deta
Class	WHEC - 627 Resolute (210') B Class
Type	Medium Endurance Cutter
Crew Size	60
Home Port	New London, Connecticut
Mission Profile Data Source and Time Interval	From Summary Log 12 Months 8/1/74-7/31/75

Vessel <u>VIGCROUS (210')</u> (On Year Average - August 1974- July 1975)

% of time in home port (4930.0 hours)	56.3
% of time in non-home port (334.0 hours)	4.1
% of time in yard* (992.0 hours)	11.0
% of time underway(2504.0 hours)	28.6
% of time within 0-3 mile limit (152.2 hours)	1.7
% of time outside restricted waters (2351.8 hours	26.9
% of underway time within 0-3 mile limit	6.0
% of underway time outside restricted waters	94.0
Number of 3-mile crossings	
Number of home port dockings	32
Number of non-home port dockings	24
Holding time (hours), i.e., time spent within 0-3 mile limit and/or in non-home port	486.2
% of time spent within 0-3 mile limit and/or in non-home port	5.6
Maximum holding time (hours), i.e., largest time interval within 0-3 mile limit and/or in non-home port)	172.0
Maximum continuous number of hours outside restricted waters	353.0

^{*} Schedulad Yard Availability

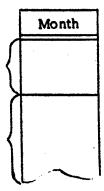
HOLDING TIMES

Vessel VIGOROUS (210')

974		يسرك سببيني	والمنظ الراب		1975-						
Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
3.5	7.0	8.0	7.0	7.0	7.2	57.0	172.0		3.5	7.0	72.0
6.0		16.0	5.5	4.0	7.0	23.0	14.0	,	7.0	4.0	7.0
3.5		4.0	5.5		4.0		2.0		3.5		4.0
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Maximum holding times of sorties

All other sortie holding times



VIGOROUS (210')

HOLDING TIMES

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(1) CELL LOWER LIMIT	(2) FREQ	(3) REL FREQ	(4) CUM FREQ	(5) CUM REL FREQ
				3.23
2.0000	1	3.23		
3.5000	4	12.90	5	16.13
4,0000	7	22.58	12	38.71
5.5000	2	6.45	14	45.16
6.0000	1	3.23	15	48.39
7.0000	8	25.81	23	74.19
7.2000	1	3.23	24	77.42
8.0000	1	3.23	25	30.65
14.0000	ī	3.23	26	83.87
16.0000	ī	3.23	27	87.10
23.0000	ī	3.23	28	90.32
57.0000	ī	3.23	29	93.55
72.0000	ī	3.23	30	96.77
172.0000	ī	3.23	31	100.00

NOTES:

- (1) Unique values of holding time durations (hours)
- (2) Count of the number of occurrences of holding times of indicated duration
- (3) % of all holding times of indicated duration
- (4) Cumulative count of number of holding times of indicated duration or less
- (5) Cumulative % of all holding times of indicated duration or less

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		VIGOROUS (210°) HOLDING TIMES	Sample Size - 31 Mean - 15.7 Hour	Standard Devlation - 32.7 Hours	* * * * * * * * * * * * * * * * * * *	100°000	
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				HOLDING	TIME (H	IOURS)		

VIGOROUS (2107)

CONFIDENCE LIMITS ON MAXIMUM HOLDING TIME

LOWER LIMIT? 172.0001 100 & BELOW THE LOWER LIMIT

CONF LEVEL LOWER UPPER
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75 93.60 100.00
90 90.80 100.00
95 88.80 100.00
\$ 99 84.30 100.00

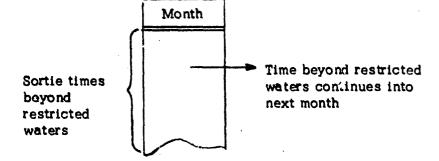
Sample Size - 31

Maximum Holding Time - 172 Hours

TIMES BEYOND RESTRICTED WATERS

VESSEL VIGOROUS

1974					1975-						
Aug	Sept	Oct	Nov	Dec	Jen	Feb	Mar	Apr	May	June	July
79.0		257.0	-	161.0	76.9		10.0	••	7.0	329.0	329.0
353.0-	->		205.0		76,9		10.0		161.0		
			e gradina. Gradina		110.0-	-					,
						187.0					
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VIGOROUS (210°)

TIMES BEYOND RESTRICTED WATERS

FREQUENCY TABLE

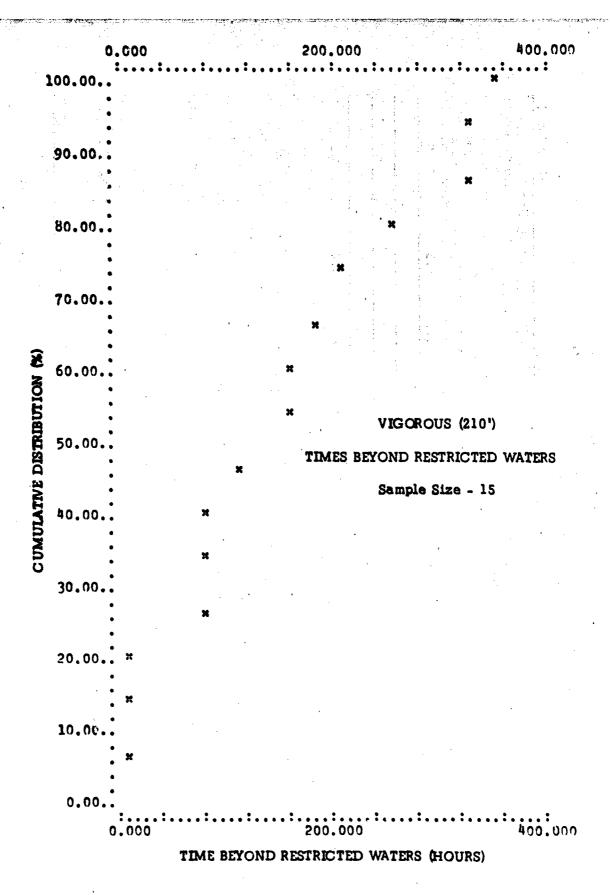
CELL LOWER LIMIT	FREQ	REL FREQ	CUM FREQ	CUM REL FREQ
7.0000		6.67	1	6.67
76.9000		13.33 13.33	3	20.00
79.0000		6.67	_	
161.0000 187.0000 205.0000	2 1 1	13.33 6.67 6.67	9 10 11	66.67
257.0000 329.0000	1 2	6.67 13.33	. 12. 14	93.33
353.0000	i	6.67	15	100.00

NOTES:

- (1) Unique values of time durations (hours) beyond restricted waters
 - (2) Count of the number of occurrences of time intervals beyond restricted waters of indicated duration
- (3) % of all time intervals beyond restricted waters of indicated duration
- (4) Cumulative count of number of time intervals beyond restricted waters of indicated duration or less
- (5) Cumulative % of time intervals beyond restricted waters of indicated duration or less

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	* ************************************	320.0000	~
	* * 	280.0000	(HOURS)
ED WATERS 15 ours 118.8 Hours	* * * * * * * * * * * * * * * * * * *	S#0°0000	WATERS
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VIGOROUS (210') IES BEYOND RESTRICTED Sample Size - 15 Mean - 156.8 Hours Standard Deviation - 118	ж ж ж	00001001	TIME BEYOND RESTRICTED
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52*0	5.0 10.0 15.0 20.0		

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DETAILED VESSEL MISSION PROFILE DATA

AUGUST 13/4						ľ		HOURS			SORTE CH	SORTE CHARACTERISTICS (Esdinated)	(passar)
	Ā	DOCKUNGS	اي	 }		HOURS	TOTAL	UNDER-	NUMBER				TINE ENTERVALS
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/5-8/7*				72	2.0								
	×	×		18	3.0		6.0	6.0	0	-	9.0		
/9-8/24*				384	4.0								353.0
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DETAILED VESSEL MISSION PROFILE DATA

Home Home			DOCKLINGS	200			HOURS		HOURS			SORTE C	SORTIE CHARACTERISTICS (Estimated)	etimated)
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DETAILED VESSEL MISSION PROFILE DATA

mared)	TIME INTERVALS BETOND RESTRICTED	WATERS (Hours)			257.0	1					e v								
SORTIE CHARACTERISTICS (Estinated)	HOLDING TIME INTERVALS	(Hours) OTHERS				→						-		The second secon					
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FOURS	TOTAL HOURS			16.0		192.0												-	
	NOW NOW	HOME												_		-		-	
	HOURS	PORT	16.0	8.9	504.0			-						_		-			
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- 1	Hen DO	lavin	V	××						_	_	1	\downarrow	1	1	1	4	+	
OCTOBER 1974	DATE	Year 74		0/1	0/3-10/23	0/2410/31		*											

Vessel VIGOROUS (210")

-	A	DOCKINGS	3			HOURS					SORTIFIC	SORTIE CHARACTERISTICS (Estimated)	imated)
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Month 11 Teat 74	lavh	ermraqu	Isvir	anniage	HOME	NON- HOME	UNDER- WAY	WITHIN 3-MILE	3-MILE CROSSINGS	Tree	Ē.	INTERVALS (Hours)	RESTRICTED WATERS
	٧,	×a	v	×a				LIMIT			XVX	OTHERS	(Hours)
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11/5-11/16#					288.0								
11/17-11/25	×	×					216.0	11.0(11	2	II bel	5,5	5.5	205.0
11/26-11/30		·			120.0		,						
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												A CONTRACTOR OF THE CONTRACTOR	The second secon
										: :			
* Bravo Status	93				(1) Under	way tim	• within	3-mile	Underway time within 3-mile limit split in half.	t in half.		を 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

Vessel VIGOROUS (210"

ICS (Endmated)	TIME INTERVALS	BEYOND RESTRICTED WATERS	(Hours)		161.0		-													
SORTIE CHARACTERISTICS (Enimated)	HOLDING TIME	INTERVALS (Hours)	COTHERS		4.0	- -		dystria a roje w		•								* ***	•	
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		TYPE			<u> </u>															
	NUMBER	3-MILE CROSSINGS			2															
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	TOTAL	UNDER- WAY			168.0															
HOTIES	Z	NON- HONE PORT			4.0															
	HOURS	HOME		240.0	20,0	312.0														
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DOCKINGS	Home	amusq			×				_	_				<u> </u>	_		<u> </u>	<u> </u>		
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	DATE	Month 12 Tear 74	-	12/1-12/10*	12/11-12/18	12/19-12/31#														

DETAILED VESSEL MISSION PROFILE DATA

Vessel VIGOROUS (2107

Vessel VIGOROUS (210")

TIME INTERVALS
BEYOND
RESTRICTED
WATERS

(Hours)

Sheet 7 of 12

SORTE CHARACTERISTICS (Estimated) HOLDING TIME INTERVALS (Hours) OTHERS MAX TYPE OF 3-MILE CROSSINGS NUMBER HOURS UNDEA-WAY WITHIN 3-MILE 3.0 3.0 3.0 6.0 48.0 3.0 4.0 192.0 TOTAL HOURS UNDER-WAY HOURS IN NON-HOME 45.0 20.0 360.0 IN HOME PORT Departure × × LEVINA DOCKINGE FEBRUARY 1975 /14-2/28* Month 2 Tear 75 /5-2/12 /3-2/4 DATE /1-2/2 /13

* Bravo Status

Vessel VIGOROUS (2101

	2											
	}	DOCKINGS	,		HOURS		HOC IS			SORTE C	CORTE CHARACTERISTICS (Extensed)	(transcel)
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3/24-3/30	-	+-	+-		168.0(2)							
3/31 x(3)	3)	-	-		22.0(3)	2.0	2.0	0	2			
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[#] Charlie Status

(1) Underway time within 3-mile limit split in half.
(2) Governor's Island (3) Scheduled Yard Availability - Staten Island Yard-

Use Municipal Sewage System

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imated)	TIME INTERVALS	RESTRICTED WATERS	(Hours)			-		1				1.	* .					
SORTIE CHARACTERISTICS (Estimated)	HOLDING TIME	INTERVALS (Hours)	OTHERS									; ; ;						•
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		TYPE									,							
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	TOTAL	UNDER- WAY																
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DOCKINGS	Home	pareure	\dashv	-	_	_	<u> </u>	_			 				 _	_		-
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	DATE	Month 4		4/1-4/31														

Vessel VIGOROUS (210")

- ــــ	MAY 1975		DOCKINGS	200			981.201		HOURS			Contract	She	Sheet 10 of 12
	DATE	Forms	8	Non-Home	ome	HOURS	N N	TOTAL	UNDER-	NUMBER			and the state of t	TIME INTERVALS
	Month 5 Year 75	[gyin	emued:	[8viz	əmnaqə	HOME	NON- HOME	HOURS UNDER- WAY	WITHIN 3-MILE	S-MILE CROSSINGS	17.66	¥ "	HOLDING TIME INTERVALS (Hours)	BEYOND RESTRICTED WATERS
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_ v	5/1-5/10						240.0(3)							
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လ	5/12-5/13*	×				48.0								
S	5/14-5/21	×	×	×	×	20.0	4.0	168.0	7.0(2	2	II Sel	7.0	4.0	161.0
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.[*	* Bravo Status	99			3	1	Underway time within 3-mile limit split in half.	Within	3-mile 1	imit solit	in half.			

(1) Underway time within 3-mile limit split in half,
(2) Underway time within 3-mile limit split into 4.0, 1.5, 1.5 hours
(3) Staten Island Yard (OVERHAUL) - Use Municipal Sewage System

DETAILED VESSEL MISSION PROFILE DATA

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SORTIE CHARACTERISTICS (Estinated)		77.	MAX OTTERS (Hours)		[1 2=1 7.0 4.0 329.0									
	复 	WITHIN 3-MILE 3-MILE GROSSINGS	LIMIT		7.0(1) 2									
-		UNDER-			336.ñ									
HOURS					20.0 4.0	192.0								
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DOCKINGS	Horrige	favi amma			×					_			-	-
	DATE	Mouth 6 Year 75		6/1-6/7*		6/23-6/30*								+

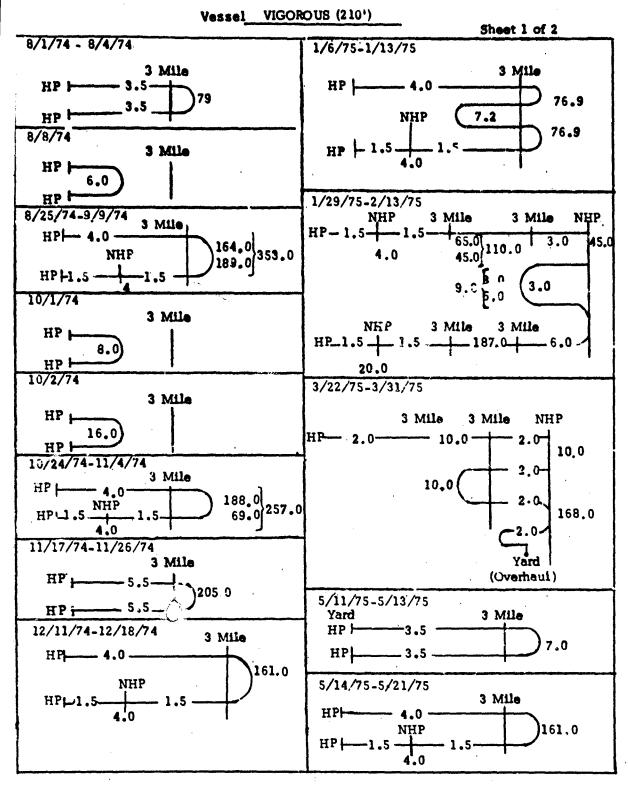
Vessel VIGOROUS (2107

Sheet 12 of 12		TIME INTERVALS	RESTRICTED WATERS		, th				\$29.0		7.									
200	Estimated)	THE					i i i i i i i i i i i i i i i i i i i	Mar.	8						1 to 1					
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		NUMBER	3-MILE CROSSINGS		0		0		2	·										
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		TOTAL	UNDER-		5.0		6.0		336.0											
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			HOME	72.0				168.0	20.0	. 72.0										1
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	ă	E B	Mayin A Departme		×			×	×	×		-	-	-	-	-	-	-		1
JULY 1975		DATE	Month 7	/1-1/3	/4	2/2	9//	/7-7/13*	/14-7/28	/29-7/31*	-									- T

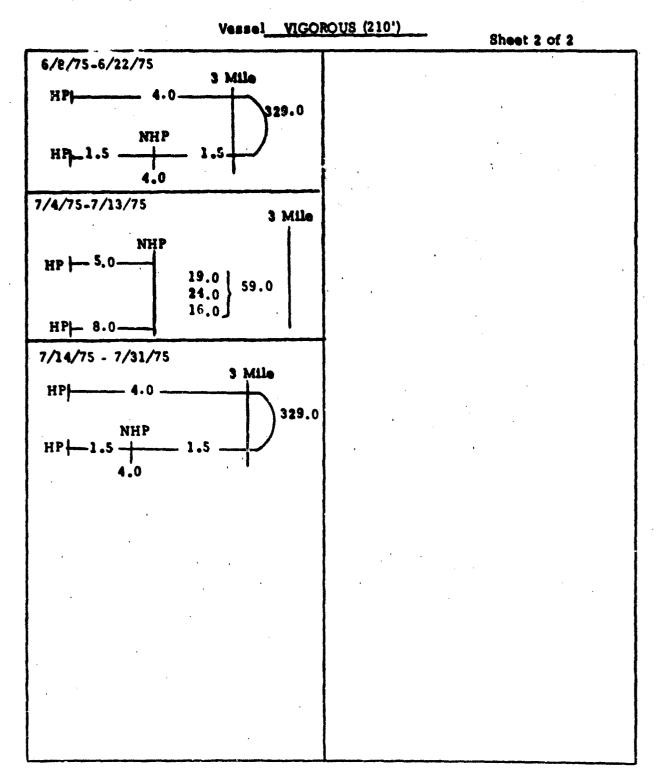
(1) Underway time within 3-mile limit split into 4.0; 1.5; 1.5 hours.

* Bravo Status

DETAILED SORTIE CHARACTERISTICS (Estimated)



DETAILED SORTIE CHARACTERISTICS (Estimated)



FIREBUSH (180')

Vessel Characteristic	Deta
Class	WLB - 393 Basswood (180') C Class
Туре	Buoy Tender (Seagoing)
Crew Size	50
Home Port	Governor's Island, New York
Mission Profile Data Source and Time Interval	From Summary Log 12 Months 8/1/74-7/31/75

SUMMARY OF MISSION PROFILE CHARACTERISTICS Vessel _____FIREBUSH (180')_____

(One Year Average - August 1974-July 1975)

和其一位于发展了多点。我们就是我们的人们就是我们的	
% of time in home port (6362.0 hours)	72.6
% of time in non-nome port (377,2 hours)	4,3
% of time in yard* (768.0 hours)	8.8
% of time underway(1252.8 hours	14.3
% of time within C-3 mile limit (860.7 hours)	9.8
% of time outside restricted waters (392.1 hours)	4.5
% of underway time within 0-3 mile limit	68.7
% of underway time outside restricted waters	31.3
Number of 3-mile crossings	68
Number of home port dockings	201
Number of non-home port dockings	29
Holding time (hours), i.s., time spent within 9-3 mile limit and/or in non-home port	1237.9
% of time spent within 0-3 mile limit and/or in non-home port	14.1
Maximum holding time (hours), i.e., largest time interval within 0-3 mile limit and/or in non-home port)	277.9
Maximum continuous number of hours outside restricted waters	99.3

^{*} Scheduled Yard Availability

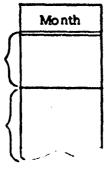
HOLDING TIMES

Vessel FIREBUSH (180')

1974 -					1975 -						
Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
15.9	3.55	9.2	8.7	3.9	29,2	6.2	12.7	9.5	8.2	•	1.0
1.95	8.1	277.9	8.9	15.9	2.75	10.0	2.5	0.9	2.5		2.0
3.65	7.5	3.0	12.7	16.9	15.8	6.7	3.25	9.6	9.3		1.6
0.9	9.8	11.1	9.3	1.0	8.0		8.4	11.9	5.7		12.6
0.7	12.6	0.5	2.6	14.9	5.6		6.9	11.3	9,2		54.0
9.0	2.6	20.4	9.7	3.5	6.0		9.3	17.2	9.0		30.2
11.9	5.25	2.0	13.2	4.35	8.9		6.0	7.4	4.9		10.4
1.95	2.5	1.0	7.2	16.3	6.9		9.5	0.85	7.3		6.6
3.65	6.3			10.6	0.5	·	13.0	7.1	7.15		7.8
0.9	9.6		}	3.15	5.3		6.1	0.5	9.5		8.5
0.7	3.55			7.0	26.25		7.4	0.4	8.1		10.2
	2.6	Ì		1.0	3.55		7.8	7.5	7.15		28.15
	5.25			2.0	1.0		2.5	1.5	\$		2.0
				5.3	2.75		3.25	0.6	·		1.6
				4.35	0.8			3.3			0.75
				3.15				0.85			2.0
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)						0.4			
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Maximum holding times of sorties

All other sorties holding times



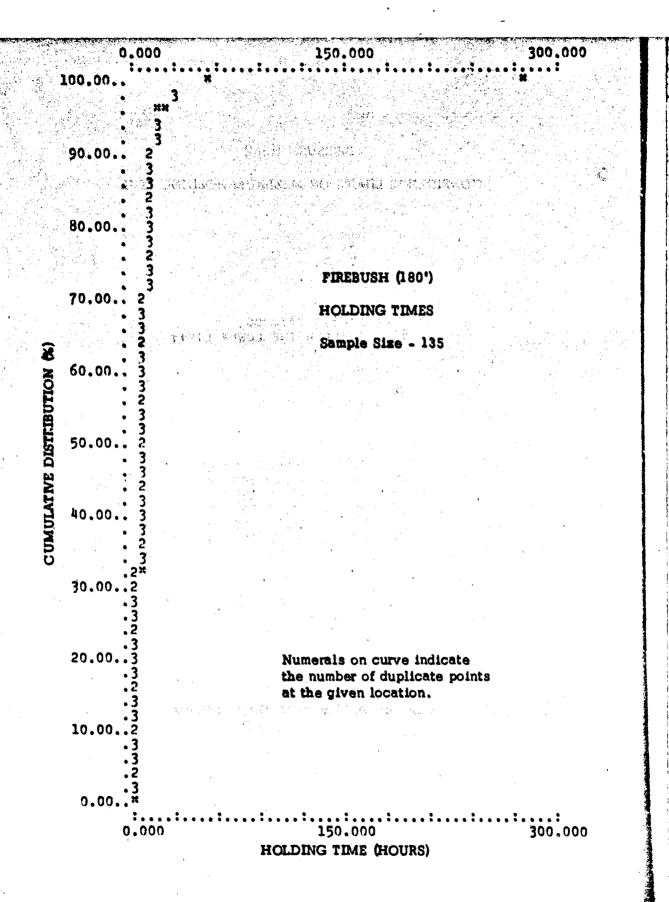
PRE LL WER MIT	(3) FREQ	(3) REL FREQ	(4) EUM PREQ	(5) CUM REL FREQ
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1.9500	3	3.70	28 33 .	19.26 20.74 24.44
2.5000		3.70 2.96	37	27.41
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3.0000 3.1500 3.2500	1	1.48	43 45	31.11 31.85 33.33 34.81 35.56 36.30 38.52 40.00
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9.7000	1	0.74 0.74 0.74	107	79.26
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11.3000	į	1.48	115	85.19 86.67
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17.7000	1	0.74	129	94.81 95.56
26.2500	1	0.74	130 131	96.30 97.04
28,1500 29,2000	į	0.74	132	97.78 98.52
30.7000 54.0000	1	9.74	3.34	97,26
277.8999	1	0.74	1 35	100.00

PIREBUSH (180')
HOLDING TIMES

NOTES

- (1) Unique values of holding time durations (hours)
- (2) Count of the number of occurrences of holding times of indicated duration
- (3) % of all holding times of indicated duration
- (4) Cumulative count of number of holding times of indicated duration or less
- (5) Cumulative % of all holding times of indicated duration or less

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	() 83	_			* **	45.0000	
	FIREBUSH (180°) HOLDING TIMES	Sample Size - 13; Mean - 9.2 Hours	Standard Deviation - 24.4		xx-	36.000	RS)
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FIREBUSH (180')

CONFIDENCE LIMITS ON MAXIMUM HOLDING TIME

LOWER LIMIT? 277.9001 100 % BELOW THE LOWER LIMIT

CONF	LEVEL	LOWER	UPPER
8	50	99.00 10	00.00
*	75	98.50 10	
. %	90	97.90 10	
ક્ર	95	97.40 19	
*	99	96.20 10	

Sample Size - 56

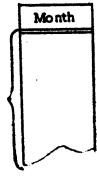
Maximum Holding Time 277.899 Hours

TIMES BEYOND RESTRICTED WATERS

Vessel FIREBUSH (180')

1974				>	1975						
Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
7.5	9.0	15.0	• %	6.0	8.1		2.3	99.3	1.0	•	14.8
6.0	5.0	10.0		22.0	9.0		3,5	3,5	3-		12.0
15.0	2.0	20.0		12.0	12.0			7.0			6.0
2.0		16.0		6.0	8.0			13.0			11.1
2.0		1010		2.0	18.0	1. A	A. 18	2.0	18 B	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
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Sortie times beyond restricted waters



PIREBUSH (180')

TIMES BEYOND RESTRICTED WATERS

FRE	QUEN	CYT	ABLE	· • •	•	
(1) CELL LOWER LIMIT	(2) FREQ	(3) REL FREO	(4) CUM FREQ	(5) CUM REL FREQ	NOT	ES:
1.0000 2.0000 2.3000 3.5000	1 1 2 1	2.94 11.76 2.94 5.88	1 5 6 8 9	2.94 14.71 17.65 23.53	(1)	Unique values of time durations (hours) beyond restricted waters
5.0000 6.0000 7.0000 7.5000 8.0000 8.1000	5 1 1	2.94 14.71 2.94 2.94 2.94 5.88	14 15 16 17 18 20	26.47 41.18 44.12 47.06 50.00 52.94 58.82	(2)	Count of the number of occurrences of time intervals beyond restricted waters of indicated duration
9.0000 10.0000 11.1000 12.0000 13.0000 14.8000	1 2 1 3 1 1 2 1	2.94 2.94 8.82 2.94 2.94	21 22 25 26 27	61.76 64.71 73.53 76.47 79.41	(3)	% of all time intervals beyond restricted waters of indicated duration
15.0000 16.0000 18.0000 20.0000 22.0000 99.3000	2 1 1 1 1	52.94 2.94 2.94 2.94 2.94	29 30 31 32 33 34	85.29 88.24 91.18 94.12 97.06 100.00	(4)	Cumulative count of number of time intervals beyond restricted waters of indicated duration or iess

(5) Cumulative % of time intervals beyond restricted waters of indicated duration or less

		S. Jacque							KX KX		
		***						and the second	KX.	0000.06	
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		ve Ve						New Control	X-	0000.08	
a A	DA € 63			5 1 7 - 1					X X		JRS)
		88	To With the Manager of the Manager o		6 () 6 (2	X-	0000.07	(HOURS
ħ.	£.	ED WATER	75		16.5 Ho				X X X-	0000.09	WATERS
	PIREBUSH (180°)	TIMES BEYOND RESTRICTED	Sample Size -	Mesn - 11.5 Hour	riation -	-			x x- x	0000°0\$	TIME BEYOND RESTRICTED
	PIREB	BEYOND	Sampl	Mean	Standard Devlation -			-	x x- x	0000 ° 0ħ	COND RE
•		TIMES			Stan		ts.	x x	# ***** ******************************	30.000	rime bey
		·				×××	XXXXXX	X X EXXXXX	×	20.000	• •
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	*	×	FIREBUSH (180')	
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٠٠,	70.00.	n n	TIMES BEYOND RESTRICTED	WATERS
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•			BEYOND RESTRICTED WATERS (HO	

Vessel FIREBUSH (180")

AUGUST 1974

Sheet 1 of 20 TIME INTERVALS BEYOND RESTRICTED WATERS (Hours 6.0 15.0 SORTIE CHARACTERISTICS (Estimated) HOLDENG TIME
INTERVALS
(Hours) OTHERS 1.95 3.65 0.9 0.7 1.95 3.65 MAX 15.9 0.9 11.9 0.7 9.0 11 12 11 II b=1 II b=1 TYPE II b=1 3-MILE CROSSINGS NUMBER Ö 0 7 ~ ~ o i 0 7.3(1) 3.9(1) 1.4(1) 1.8(1) HOURS UNDER-WAY WITHIN 3-X:1E 15.9 9.0 11.9 15.9 11.4 11.9 TOTAL HOURS UNDER-WAY 13.3 16.8 9.0 IN NON-HOME PORT 8.1 24.0 72.0 10.7 20.6 72.0 15.0 96.0 312.0 12.1 HOME Z Departure Non-Home DOCKINGS Departure Horne × × × × × × × × × × × 8-19-8/31 8/15-8/18 8/10-8/12* Month 8 Tear 74 8/4-8/6* DATE 8/13 8/14 8/2 8/3 8/9 8/8

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^{*} Bravo Status # Charlie Status

⁽¹⁾ Underway time within 3-mile limit split in half.

Vessel FIREBUSH (180")

DATE	-			_			2					
	Home	Non-	Non-Home	HOURS	SI N	TOTAL	UNDER-	NUMBER		9	THE TANK THE	TIME INTERVALS
ـــا	lav enuma	-	anma	HOME	NON- HOME	UNDER- WAY	WITHIN 3-WILE	3-MILE CROSSINGS	TYPE		DITERVALS (Hours)	BESTRICTED WATERS
			ha				LIMIT			MAX	OTHERS	(Hours
*1/	-			24.0							,	
9/2-9/3*				48.0								
x x/6	×			7.9		1.91	7.1(1)	2	1 P=1	3.55	3,55	9.0
	×			15.9		8.1	8.1	0	_	8.1		
*8/6 9/6				72.0								
× 6/6	×			16.5		7,5	7.5	0	-	7.5		
/10 ×	_×			14.2		9.8	9.6	0	1	9.6		
11/6				24.0								
9/12 ×	×			11.4		12.6	12.6	0	1	12.6		
4/13-9/15 *	-			72.0								
× 91/6	×			13.8		10.2	5.2(D	2		2.6	9.2	5.0
9/17*				24.0								
8/18 ×	×			11.5		12.5	10.5(1)	2	II bel	5.25	5.25	2.0
x 61/6	×			21.5		2.5	2.5	0	_	2.5	,	
9/20-9/22				72.0								
× £2,/6	×			17.7		6.3	6.3	0	-	6.3		,
9/24-9/25*				48.0	,				٠			

DETAILED VESSEL MISSION PROFILE DATA

OURS	h		-Home	h
ORT PORT WAY	HOME HOME	HOME HOME	HOME HOME	TIVE!
		-#	-#	٧
4.4 9.6		4	4	4
	0.96			
	,			

DETAILED VESSEL MISSION PROFILE DATA

Vessel FIREBUSH (180")

	_											Spect 4 of 50
	f 1	DOCKUNGS	99	-	HOURS		HOURS	,		SORTE CI	SORTH CHARACTERISTICS (Extraned)	dina ned)
DATE	Home	1	Non-Home			TOINT	UNDER	NUMBER	,	3	MAR DENS TONE	TO DATES VALS
Month 10 Tear 74	ennue:	·	3411140	Seriore POET POET	HONE FORT	UNDER-		3-MILE CROSSINGS	TYR		INTERVALS (Horrs)	RESTRICTED WATERS
				ları			רואנג			MAX	OTHERS	(Hours)
×	×			14.8		9.2	9.2	a		9.2		a luga
10/2-10/4				•								
10/5	×		×		8.0	16.0	1,0(1)	2	II 8=9	277.9	0.5, 20.4	15.0, 10.0
9/01				×	9.8	14.2	4.2(1)	2	Z .			,
		-	×		24.0					ann gyadir y		
8/01			, ×	×	21.4	2.6	2.6	0	•••			,
6/01		•	×	×	16.3	7.7	7.7	0	•••	,		
01/01			X ,	×	16.9	7.1	7.1	0	• • •			
11/01			×	×	16.4	7.6	7.6	0	• • •	1 Table 100 Tabl		-
21/01			×	×	19.9	4.1	4.1	0				
10/13			<u> </u>		24.0	- And			• • •			
10/14					24.0						•	
51/01			x ,	×	16.6	7.4	7.4	0	• • •			
91/01			×	. *	18.4	9.6	5.6	0			•	
21/01			-	×	24.0							
x 81/0				12.2		11.8	11.8		• • •	-		
									,			

(1) Underway time within 3-mile limit split in half.

DETAILED VESSEL MISSION PROFILE DATA

Vessel FIREBUSH (1807)

	Δ	DOCKINGS	ಭ		HOURS		2			SORTIE	SORTIE CHARACTERISTICS (Estimated)	rima ted)
DATE Month 10	Home	2.0	뭐	HOME	NON-	TOTAL HOURS UNDER-	WAY WITHIN	NUMBER OF 3-MILE		¥ T	HOLDING TIME INTERVALS	TIME INTERVALS BETOND
Year 74	fav i r	maqa	lavit.	PORT	PORT	WAY	3-MILE	CROSSINGS	<u> </u>		(Hours)	WATERS
	ıΨ	×u	₩				LIMIT			MAX	OTHERS	(Hours)
61/01		×				24.0	4.0(1)	2	II b=2	3.0	2.0, 1.0	20.0, 16.0
10/20	×		-	6.0		18,0	2.0(1)	2				•
10/21-10/22*				48.0								
10/23	×	×		12.9		11,1	11.1	0	I	11.1		
10/24-10/28				120.0								:
10/29-10/31#				72.0								
												te a _k ,
										~~~		
						,						·
									······································			
		-										

DETAILED VESSEL MISSION PROFILE DATA

Sheet 6 of 20	rimated)	TIME INTERVALS	RESTRICTED	WATERS	(Hours)																					
er to tan	CONTIE CHARACT EXISTICS (Estimated)		INTERVALS	(Hours)	OTHERS																					
	CONTIE CH		E S		MAX			8.7	1	8.9		13.7			2:2	5.6		0 7		13:6	1	7.2		-		
,				717				1		1								<u>].</u>							<del></del>	
180"		NUMBER	P. S.	CROSSINGS				0		0			0		0	<b>C</b>	,	$\bot$	-	0		_	}	1		_
FIREBUSH (180")	Salayii	UNDER-	WAY	3-N.TE	LIMIT			8.7		8.9		1	12.7		9.3	9 6	4	1	9.7	13.2		7 2	1	-	-	
1		TOTAL.	HOURS	UNDER-				8.7		8.9		_	12.7		. 9,3	0	2.0	_	9.7	13.2	`	2.2			-	_
Vessel		HOURS	NON-	HOME	TORT.											-	_	_			,	-	-			
1			2 2	HOME	<u> </u>		240.0	15.3				24.0	11.3	24.0	14.7		21.4	48.0	14.3	10.8	74.0		16.8	120.0		
		Š	[튁-	90m3	EV 177	$\dashv$		-	-	+	+				-	+	-					1				
		DOCKINGS	Π		redo	-				1	×		×		-	×	×		*	,	-	$\frac{1}{1}$	×			_
	1974		<b>8</b>	<u> </u>	Av h	14	-	-	× -	+	×		×	-	+	×	×	-	,	1	+	+	×	8	-	-
	NOUPMER 1974		DATE	Month 11	Year 14			11/1-11/10	11/11	11/12-11/13	11/14	11/15*	11/16	1, 7, 7, 7		11/18	11/19	11/90.11/21		77/31	11/23	11/24*	11/25	11/26-11/30		

* Bravo Status # Charlie Status

Vessel FIREBUSH (180')

DECEMBER 1974	1974			•			13.60	A THEO GIVE	7				Sheet 7 of 20
		DOCKINGS	SSA			HOURS	i	HOURS			SORTIE C	SORTIE CHARACTERISTICS (Estimated)	tima ced)
DATE	Home	Je	Non-Home	Home		Z	TOTAL	ONCEX-	NUMBER			# CH 2002 200	TIME INTERVALS
Month 12	1	eun:	1	e)mi	HONE	-NON-	UNDER-	WITHIN	3-MILE	17495	£ -	INTERVALS	BETOND
Year 74	av in	uedo	e i	n <b>a</b> qs	PQRT	PORT	WAY	3-MILE	CROSSINGS			(Hours)	WATERS
	v	a	٧	XI							MAX	OTHERS	(Hours)
12/1*					24.0								
12/2	×	×			20.1		3.9	3,9	C		3.9		
12/3*					24.0								
12/4	×	×			8.1	-	15.9	15,9	0	<u>.</u>	15.9		
12/5	×	×			7.1		16.9	16.9	0		16.9		
12/6-12/8*					72.0								_
12/9	×	×			16.0		8.0	2.0(1)	2	II b=1	1.0	1.0	6.0
12/10		×			9.1		14.9	14.9	0	II b=2	14.9	2.0, 5.3	22.0, 12.0
12/11							24.0	2.0	2	<u></u>			
12/12	×				6.7		17.3	5.3	2				
12/13-12/15					72.0								
12/16	×	×			20.5		3.5	3.5	0	1	3.5		
12/17	×	×			9.3		14.7	8.7(1)	2	II bel	4.35	4.35	6.0
12/18	×	×			7.7		16.3 16.3	16.3	О	I	16.3		
12/19	×	×	·		13.4		10.6	10.6	0	L	10.6		
12/20	×	×			15.7		8.3	6,3(1)	2	II b=1	3.15	3.15	2.0
12/21-12/29					216.0								
								•			•		

⁽¹⁾ Underway time within 3-mile limit split in half.

DETAILED VESSEL MISSION PROFILE DATA

Vessel FIREBUSH (180')

TOTAL UNDER   WAY   OF			DOCKINGS	3			HOTIPE		2			SOUTH CHA	SORTIE CHARACTERISTICS (Exclusive)	echana wech	
1   1   1   1   1   1   1   1   1   1	DATE	¥	П	H	N S	HOURS	2	TOTAL	UNDER-	MUNUER				, TIDE DITENALS	7
X X X 7.0 7.0 0 1 7.0 0 1 7.0 0 1 7.0 0 1 1 7.0 0 1 1 7.0 0 1 1 7.0 0 1 1 7.0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Noorth 12 Year 74	Javh	parture	[Mi	<b>B</b> anja E :	HOME	NOM- HOME PORT	UNDER- WAY	WITHIN 3-MILE	3-YEE	17.1	L C	EXVALS Sours)	RESTRICTED WATERS	۵
x x x 17.0 7.0 0 I		v	D*	1	O'				10077			MAX	OTHERS	(Hours)	.
	12/30	×	×			17.0		7.9	7.0	o	1	7.0			
	12/31*					24.0					/				
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											•			1-1-11	
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Vessel FIREBUSH (1807

JANUARY 1975	.52					19886V		LINCE DO II COO		1			Sheet 9 of 20	
		DOCKINGS	25			HOUR		HOURS			SORTE	SORTE CHARACTERISTICS (Letimenel)	trosed)	
DATE	म्	Home	Bog-cou	Kome		3	TOTAL	UNDER-	NUMBER		:		TRZ DITENALS	
Teach -	Javin	percure	lavis	enunaqe	HOME	NOA- HOME	UNDER- WAT	72 IJ	2-MILE CROSSINGS	E	<b>E</b> -	INCLUDED 115E INCLUDED (Hours)	RESTUCTUD WATERS	
	v	a	v	a				11693			MAX	OTHERS	(Hours)	
13 1 1/24				_	0 771									
1/1	L	×	×	<u> </u>		13.9	10.1	2.0(1)	2	日	29.2	26.25, 3.55,	8.1. 9.0.	
8/1	_	_		×		9.7	14.3	2.3(1)	2	រ		1.0	12.0	
6/1		_	×	_		24.0								
1/10	×			×	7.9		16,1	7.1(1)	2	*		•		
11/1	×	×			10.5		13.5	5.5(1)	2	II De-1	2.75	2.75	6.0	
1/12-1/14*					72.0									
1/15	×	×			8.2		15.8	15.8	0	1	15.8			
1/16	×	×			4.4		19.6	1.6(1)	2	II bei	9.0	9.0	18.0	
1/17	×	×			18.4		5.6	5.6	0	- 1	5.6			
1/18-1/20*			 		72.0									
1/21	×	×			18.0		6.0	0.9	0	1	6.0			
1/22	×	×			15.1		8.9	8.9	0	1	8.9			
1/23*					24.0									
1/24	×	×			17.1		6.9	6.9	0	1	6.9	1		
1/25-1/28*					0.96			·	,		•			
1/29	×	×			23.5		0.5	0.5	0	I	0.5			

* Bravo Status (1) Under

(1) Underway time within 3-mile limit split in half.

	STV.					-		· · · · · · · · · · · · · · · · · · ·				<del>, "Le"</del>						
dmand	TINE DITERVAL	RESTRICTED WATERS	(Hours							······································	المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة الم					,		
SORTIE CHARACTERISTICS (Entimerad)	W Penal Pine	INTERVALS (Hours)	OTHERS			,												
SORTIZ C	3		MAX	5.3					,-			-		19.40 v. 49.0	······································			
		TT T		1										,			-	
	NOMBER	3-MILE CROSSINGS		0														
HOURS	UNDEK	WITHIN S-MILE	CIMBL	5.3														
10000	TOTAL	UNDER-		5.3														
HOURS	3	NON- HCME PORT																
adia.		HOME		18.7	24.0													
	Non-Home	amused	Ø															
DOCKINGS	2	[BA]I				 _					_	_	_	_		_		_
8	Home	sumred		×		 _	_	<u> </u>			_	_	_		<u> </u>	_		
Ц		[avir	`\	×		_		_			_	_	_		<u> </u>	_		_
	DATE	Mouth 1		1/30	1/31*													

*Bravo Status

DETAILED VESSEL MISSION PROFILE DATA

DOCKINGS	FEBRUARY 1975	975					Vessel		FIREBUSH(180')	(180.1	1			Sheet 11 of 20
		Ш	DOCK	3		30.25	SUCH		HOURS			SORTIZ C	HARACTEMBTICS (E	stimated)
7.5 Am val. Anne Port Hour Anne Anne Anne Anne Anne Anne Anne Ann	DATE forth 2	3	9	-100	a a	M CH	NOX NOX	HOURS	WAY WAT	0		<b>ヹ</b>	SUDDING TIME	TIME INTERVALS
2/17s	rear 75	favin	mada	Javin	maga	OCT	HOME	WAY	2-Mile	CHOSSIMES	E		(Hours)	MESTRICTED WATERS
2/26*		٧	a	٧	a							MAX	OTHERS	(Hours)
x 17.8 6.2 6.2 0 1 x 192.0 10.0 0 1	2/1-2/11#													
2/26*  2	/18	×	×			17.8		6.2	6.2	0	1	6.2		
x x 11.0 10.0 10.0 0 1 x x x 17.3 6.7 6.7 0 1	19-2/26*					192.0								
x x x 17.3 6.7 6.7 0 I	127	,,	×			14.0		10.0	10.0	0	+	10.0		
	23	×	×			17.3		. 2.9	6.7	0		6.7		
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													حسميو د	

^{*} Bravo Status * Charlie Starus

DETAILED VESSEL MISSION PROFILE DATA

					Vessel	- }	FIREBUSH (180")	(160")				Sheet 12 of 20	9
<b>MARCH 1975</b>							261.570			E) Bross	CHARACTERISTICS (Estimated)	rimator	[
		DOCKINGS	Ş	-	50.05E	30 30 30	INTER.	NUMBER		WALE OF		TINE DETERMALS	• • •
DATE	Home	П	Non-House	202 -3 203 -3	Z.	HOURS	VAY	8		¥ 5	HOLDENG TENE	CXOLI	
Moorb 3	1	am		~	HONE	UNDER-	VITHIN PINE	S-MILE CROSSLYGS	77.6	1	(Hours)	WATER	
Test 75	svin/	hagao	StrinA Depar		PORT		1			МАХ	OTHENS	(Hour)	11
			-	3									7
3/1-3/3*			-	(4.2)				•		12.7		•	-T
7/4	×	×		11.3		12.7	/: /	1			3.6	2.3	
2/3	,	١,		16.7		7.3	5.0(1)	2	2	2.5	6.3		T-
6/3	,			14.0		10.0	6.5(1)	2	1 A	3.25	3.25	3.5	Т
0/0				72.0								-	1
			+	15.6		8.4	8.4	0	-	8.4			T
3/10	×	×	1	24.0									1
3/11*	1	1	+	-		6.9	6.9	0		6.9			T
3/12	×	×	#										T
3/13-3/16*		$\downarrow$	+	96.0	-	16	100		_	9.3			٦
3/17	×	×		14.7	1	5,5	4-	,		0.9			
3/18	×	×		18,0		9.0	اه		. .	0			
3/19	×	×		14.5		9.5	9.5	0	-				
3/20*	_			24.0						:			
8/21	×	×		11.0	3.0	10.0	10.0	0	1 20 7	2			
3/22-3/23*	-	<u> </u>		48.0			_	-		];			
3/24	×	×		17.9	_	6.1	6.1		_				T
\$/25*	-			24.0									
*Bravo Status	tas	1		(1) Und	erway ti	ne withi	n 3-mile	limit spi	Underway time within 3-mile limit split in niai.				

DETAILED VESSEL MISSION PROFILE DATA

		DOCKINGS	Ş					HOURS			o access		DIRECT IN OIL CO.
DATE	Home	П	Non-Hom	PODE	HOURS	2 2	TOTAL	UNDER	NUMBER				TOE DITENALS
Month 3	lavh	emoned	Lavin	emned	HOLE	NON- HOME FORT	UNDER- WAY	WITHIN S. MILE	S-MILE CROSSINGS	E E	E	INTERVALS (Hours)	RESTRICTED WATER
	Ψ¥	De	υV	<b>2</b> 0				TIME			MAX	OTHERS	Hours
1/26	×	×			16.6		7.4	7.4	G	1	7.4	,	
3/27*					24.0								
1/28	X	X			16.2		7.8	7.8	0	1	7.8		
3/29-3/31*				,	72.0								
						·							
													ţ.
										,			
										<del></del>		,	<del>- 4.2</del>
													-
													··•

* Bravo Status

### Vessel FIREBUSH (1801)

	ļ											Sheet 14 of 20
DOCKINGS	KINGS	×			HOURS		Hours			SORTE CI	SORTE CHARACTERISTICS (Extensine)	desemb
Home Non-Homs	Non-Home	on-Home			Z	HOURS	WAY	NUMBER		94	HOLDDIG TIME	TINE INTERVALS
Javi Javi Javi	lay i			HOME	HONGE PORT	UNDER-	WITHIN 3-VIILE	S-MILE CROSSINGS	T E		INTERVALS (Hours)	RESTRICTED VATTERS
УŒ	υγ		$\dashv$			·	רואוז			MAX	OTHERS	(Hours
Я				14.5		9.5	9.5	O	1	9.6		
				48.0								
×			-	10.6		13.4	9.0		14 11	6.0	9.0	£. 99.3
						24.0	0.0	0		-		
,						24.0	0.0	0		•		Olive and
						24.0	0.0	0				
				8.6		15.4	6.0	_			•	
				24.0		,						
×				14.4		9.6	9.6	0	1	9.6		
				96.0								
×				12.1		11.9	11.9	0	1	11.9	·	
×				12.7		11.3	11.3	0	1	11.3		
×					13.9	10.1	6.6(1)	2	II a=1	17.2	3.3	3,5
				72.0					Š			
×				16.6		7.4	7.4	0	1	7.4	,	,
×				15.3		8.7	1.7(2)	2	II be 1	0.85	0.85	7.0
×				16.9		7.1	7.1	0	1	7.1		
(5)	, 5,	10)	;			- 4.4.4.		1 - 1 - 1				

* Bravo Status (1)

(1) Underway time within 3-mile limit split into 3.3, 1.65, 1.65 hours.

(2) Underway time within 3-mile limit split in half.

DETAILED VESSEL MISSION PROFILE DATA

Vessel FIREBIISH (180")

Sheet 15 of 20	(Datech)	TOLE INTERVALS RETOND RESTRICTED WATERS	(Hoan)	13.0	2.0			6.0										
	SORTIE CHARACTERISTICS (Estinated)	HOLDING TINE INTERVALS (Holes)	OTHERS	0,5	0.4			1.5			•			,				
	SORTIE	<b>*</b>	MAX	0.5	0.4		7.5	1.5	·		,		***			-	Targer •	•
		דאת		II b=1	п Б-1		I	II bel					,		-		****	
	7.77	OF 3-MILE CROSSINGS		2	2		0	2										
SE LOH	INTER.	- <del> </del>	TryT	1.0(1)	0,8(1)	,	7.5	3.0(1)			•							
	TOTAL	HOURS UNDER- WAY		14.0	2.8		5.7	0.6										
	HOURS	NON- HOUR HOME UNDER PORT WAY			,						٠							
	HOURS	IN HOME PORT		10.0	21.2	72.0	16.5	15.0										
		Head Invited	a															
2000000	3		{}	_														
	3	E Sunnaqu	-#	×	×	_	×	×		 								
APRIL 1975		Month 4 Tear 75		4/24	4/25	4/26-4/28*	4/29	4/30										

* Bravo Status

(1) Underway time within 3-mile limit split in half.

DETAILED VESSEL MISSION PROFILE DATA

MAY 1975	8	IRT		HOUN	Vessel	Į	FIREBUSH HOURS AL UNDER-	(180°) MUNBER		SCELLE CH	She COLIT CHARACTERSTICS (Estimated)	Sheet 16 of 20 materials	
<b>⊢</b> I	B	amu	<b></b> -	HOME	NON-	HOURS UNDER-	WITHEN 3-MILE	S-MILE CROSSINGS	H.	ř.	INTERVALS (Hours)	RESTRICTED	
Tear 75	sy ha A	naqaQ  N im A	Depa		PORT		LIMIT			, XV.	OTHEDIS	(Hours)	
		-{{}-	#	3		8.2	8.2	o	-1	8.2			
5/1	1	+	+	77 0									
2-5/4*	+	+	-	21.5		2.5	2.5	0	1	2.5			_
5/5	+	,	-	14.7		9.3	9.3	0		9.3		-	_
2/0	1	-		24.0									<b>_</b>
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	-	_	18.3		5.7	5.7	0	-	5.7			-
2000	1	-	_	72.0									
10-5/2-5/	١,	×	-	14.8		9.2	9.2	0		9.5			<del></del>
2/17	4	-	-	24.0									-
5/14	×	×	-	15.0		9,0	9.0	0	-	9.0			1
45-5/18*				96.0									7
5/19	×	×	-	19.1		6.4	6.4	0		C:			T
\$/20*			-	24.0			1		<u> </u> .	2.2			1
5/21	×	×	-	16.7		7.3	7.3	0		3			T
5/22-5/26				120.0						7 36	7.15	1.0	1
5/27	×	×		8.7		15.3	14.3(1)		1	200			T
8/28	×	×		14.5		9.5	9.5	a		4			
* Bravo Status	a a			(1) Und	erway th	ne withi	n 3-mile	limit sp	(1) Underway time within 3-mile limit split in nair.	•		1	1

DETAILED VESSEL MISSION PROFILE DATA

Vessel FIREBUSH (180')

DATE		1				HOURS	1				SORTIE	SORTIE CHARACTERISTICS (Estimated)	stimated)
	Home	П	Non-Home	ome	HOCK	3	TOTAL	- CNDER	NUMBER			10 C 20 20	TIME INTERVALS
Month 5 Year 75	∫ <b>a</b> vi:	amund	[94]	คระเกเล	HONE PORT	NON- HOME PORT	UNDER-	WITHIN 3-MILE	3-MILE CROSSINGS	TYPE		HOLLANG TIME INTERVALS (Hours)	BEYOND RESTRICTED WATERS
	14	<b>9</b> 0	υV	<b>~</b> u				CIECIL			MAX	OTHERS	(Hours)
5/29	×	×			15.9		8,1	8.1	0	I	8.1	. 4	
*18/5-08/5					48.0								
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					,						<b>.</b>	Paralle de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la Constitución de la	
										<b></b>			

* Bravo Status

DETAILED VESSEL MISSION PROFILE DATA

Sheet 18 of 20	mand	TIME INTERVALS FETONO RESTRICTED WATERS	(Hours)										Title eine							
	SORTIE CHARAC I BRISTICS (Palmand)	HOLYDAG TIME ENTERVALS (Hours)	OTHERS			Doranda	· ·													***
	SORTE	ant.	XAX					·	-	•	-	•	·	<del></del>					•	<b>Mari</b> e S
		OF P-NGE CROSSINGS																		
2012	HOURS	HOURS WAY UNDER- WITHIN WAY 2-PILE UNIT																		
	4	HOURS UNDER-																		
	HOURS	N N N N N N N N N N N N N N N N N N N	i	720.0(1)																
	20,200	HOM																		
		in in in			_				_			-								L
	DOCKINGS	Amura		ê,	$\dashv$			_	-	-		_	_	_	-	-	_	-	_	L
	8	E 100		*	+			-	-	-		-	<del> </del>		-		-		-	-
JUNE 1975		None 6 Ton 75		6/1-6/30																

(1) Repair in Caddell Ship Yard (Use municipal sewage system)

### DETAILED VESSEL MISSION PROPILE DATA

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Vessel FIREBUSH (1807

	<b>JULY 1975</b>	.					!				ı	٠.		Sheet 19 of 20	
			DOCKINGS	8			HOURS		HOURS			SOUTE	SOUTE CHARACTEUSTICS (Extinated)		
	DATE	울	Home	NOT-HOD	N N		2	TOTAL	-130%	KUNDER				TIME DETERVALS	
,	Month 7	14vh	ennad	lav h	ənustaq	HOLE	NON- HOME FORT	UNDER-	WITHIN 3-Mile	S-MR.E	E	£ -	INCLUSES TIME DYTEXVALS (Hours)	BETOND RESTRICTED WATERS	
		44	•a	μV	<b>9</b> 0				LIMIT			MAX	OTHERS	(Hours)	
	7/1-1/2	<b>x</b> (2)					48.0(2					,		-	
		×	×			23.0		1,0	1,0	0	1	1.0			
	0/4-1/7*					0.96		-					٠	-	
	8/4	×	×			5.2		18.8	4.0(1)	2	T b=1	2.0	2.0	14.8	
	6/4	×	×			8.8		15.2	3,2(1)	2	11 12-1	1.6	1.6	12.0	
	01/4	×	×			11.4		12.6	12.6	Û	. 1	12.6			
10	11/4		×				12.6	11.4	11.4	0	[ 3=1	54.0			
)1	21/2						24.0								
	7/13	×				18.0		0.9	6.0	0					
	*/14*					24.0									
	7/15		×	×	×		11.0	13.0	13.0	0	I am I	30.2			
	91/1	×				17.8		6.2	6.2	0			-		
	7/17-7/20					0.96									
	17/1	×	×			13.6		10.4	10.4	0	I	10.4			
	7/22	×	×			17.4		9.9	6.6	0	1	9-9		_	
	7/23	×	×			16.2		7.8	7.8	0	1	7.8			
	1/24	×	x			15.5		8.5	8.5	0	I	8.5			
_	* Bravo Status	25				July IInd		time with	hin 2 16.	fine within 2 limit solit in half	in half				

Bravo Status

⁽¹⁾ Underway time within 3-limit split in half.

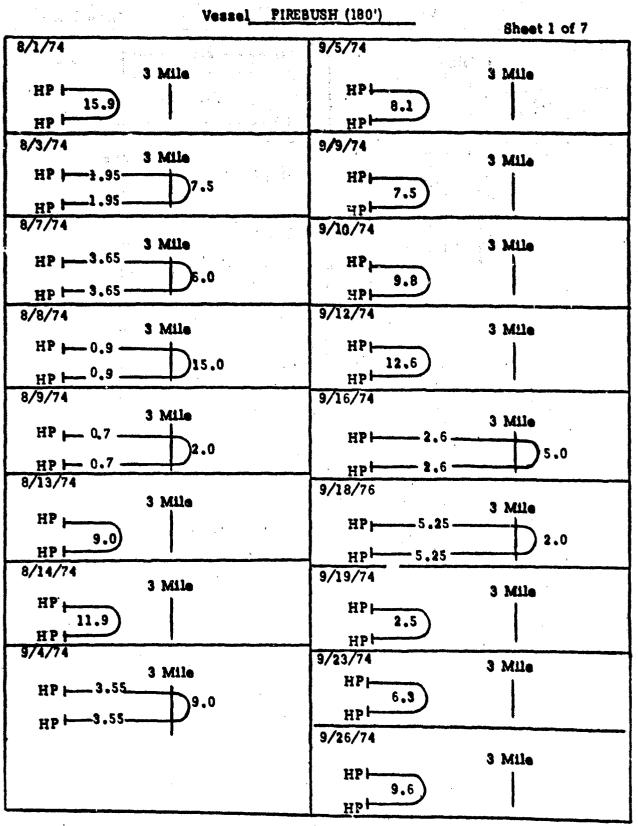
⁽²⁾ Repair in Caddell Ship Yard (use municipal sewage system)

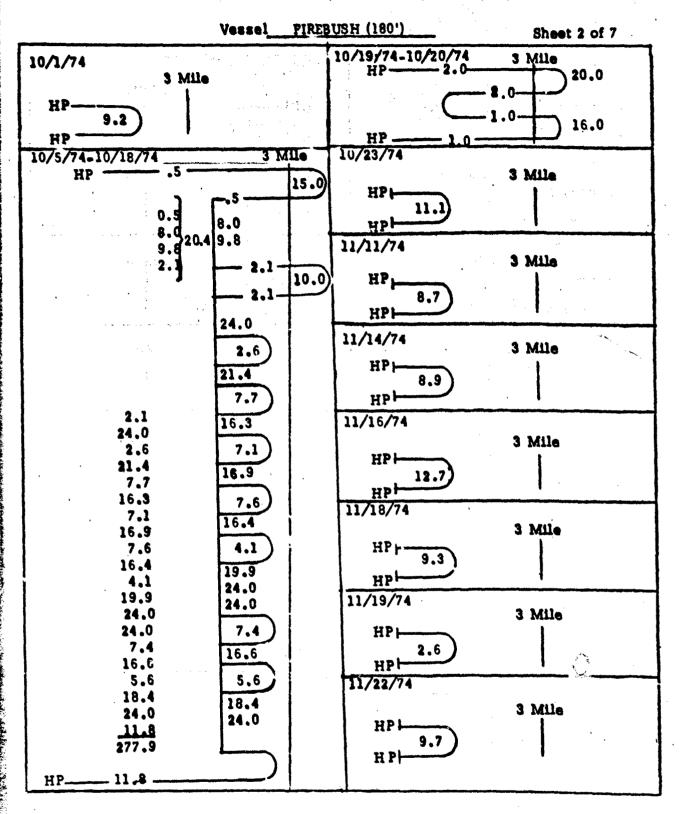
DETAILED VESSEL MISSION PROFILE DATA

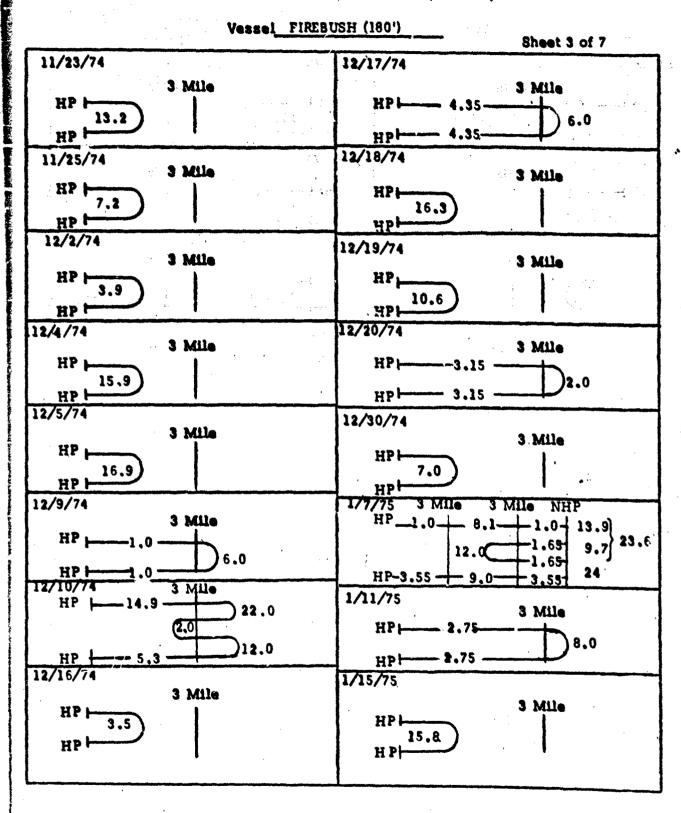
Vessel FIREBUSH (180')

		DOCKINGS	SS		-	HOURS		HOURS			SORTIE	SORTIE CHARACTERISTICS (Estimated)	timated)
DATE	Home	2	Non-Home	Forme	HOURS	Z	TOTAL	UNDER	NUMBER			Service and	TIME INTERVALS
Month 7	[av]	pareme	[AV]	emuse	HOME PORT	NON- HOME	UNDER-	WITHIN 3-MILE	3-MILE CROSSINGS	77.		INTERVALS (Hours)	RESTRICTED WATERS
	ÞΥ	100	υV	Del				LIMIT			MAX	OTHERS	(Hours)
7/25-7/28*					96.0								
2/29	×	×			13.8		10.2	10 2	0	I	10.2		
7/30		×	×	×		11.4	12.6	1.5	2	III d=1	28.15	0.75, 2.0	6.0, 11.1
7/31			×			14.0	10.0	4.0	2			ٺ	
			_									Tag oppo-to-	
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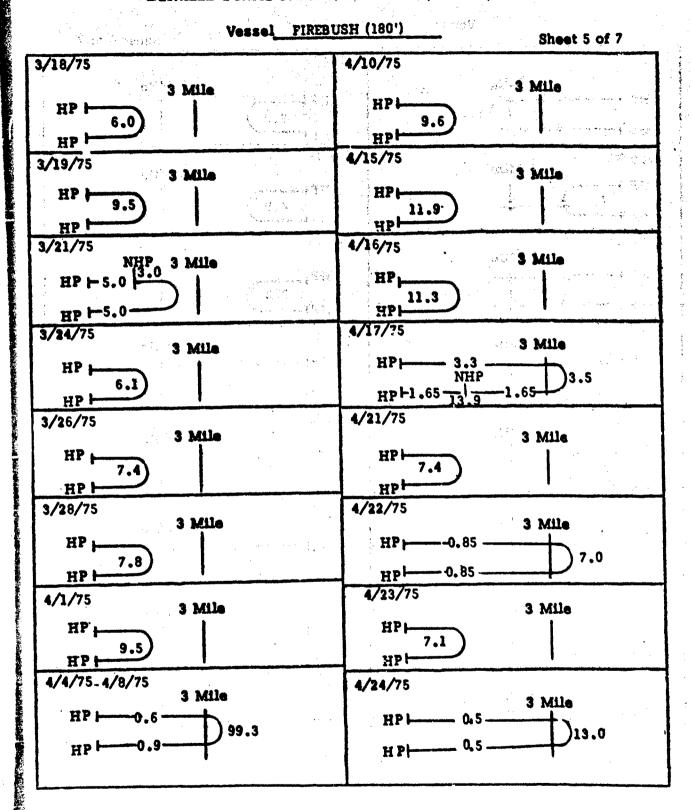
* Bravo Status

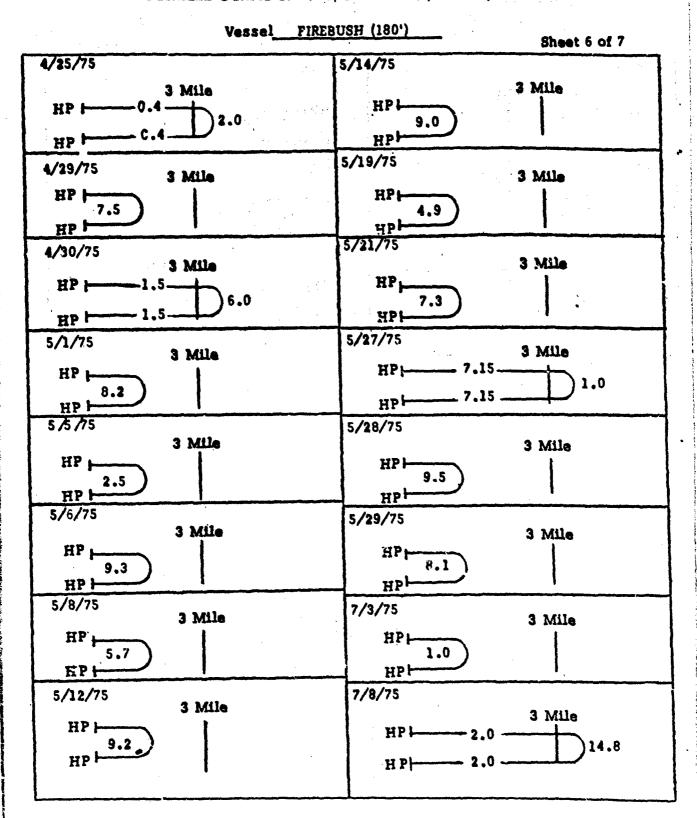


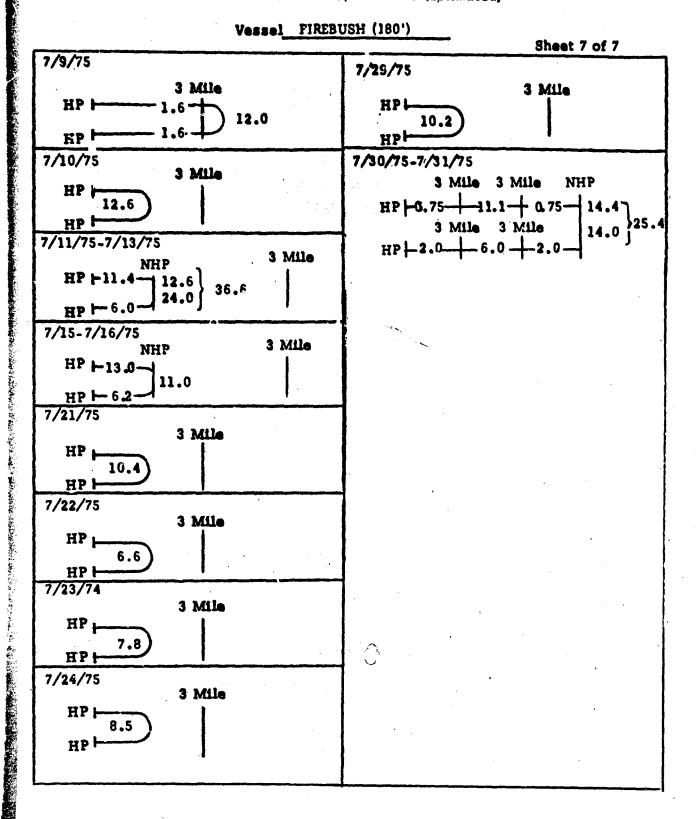




VesselFIREB	USH (180') Sheet 4 of 7
1/16/75 3 Mile	2/27/75 3 Mile
NP 0.8 18.0	HP 10.0
1/17/75  HP 5.6  HP 5.6	2/28/75 HP 6.7 HP
1/21/75  HP 6.0  HP 6.0	3/4/75  HP 12.7
1/22/75 3 Mile HP   8.9	3/5/75  HP 2.5  HP 2.5  2.3
1/24/75  HP 6.9  HP 6.9	3/6/75  3 Mile  HP - 3.25  HP - 3.25
1/29/75  3 Mile  HP   0.5	3/10/75  HP 8.4  HP
1/30/75 3 Mile HP 5.3	3/12/75 HP  6.9 HP
2/18/75  3 Mile  HP   6.2  HP	3/17/75  HP 9.3. HP







PAMLICO (160')
Based on Data from
SHADBUSH (74')
CLAMP (75')

Vessel Characteristic	Data for PAMLICO (160')	Data for SHADBUSH (74')	Data for CLAMP (75')
Class	WLIC - 800	WLI - 74287 Clematic (74') Class	WLIC - 75306 Clamp (75') Class
Туре	Buoy Tender (Inland)	Construction Tender (Inland)	Buoy Tender (Coastal)
Crew Size	13	9	·9 ,
Home Port	New Construction (Intended for Operation in Depot Corpus, Texas)	New Orleans, La. (Transferred to Galveston, Texas)	Galveston, Texas (Transferred to New Orleans, La.
Mission Profile Data Source and Time Interval	Represented by date from SHADBUSH and CLAMP 7 Months 6/1/74-10/31/75	From Summary Log 15 Months 6/1/74-8/21/75	From Summary Log 2 Months 8/2/75-10/31/75

### SUMMARY OF MISSION PROFILE CHARACTERISTICS

### Vessels SHADBUSH (74') and CLAMP (75')

(One Year Average based on data from

SHADBUSH (74') - June 1974-August 1975

CLAMP (75') - August 1975-October 1975)(1)

models for **PAMLICO (160')** new construction

SHADBUSH (74') & CLAMP (75')(1)	Estimates for PAMLICO (160')(2)
% of time in home port (6273.3 hours)71.6	(6024.7 hours) 68.9
% of time underway (2486.7 hours) 28.4	(2735.3 hours) 31.1
% of time within 0-3 mile limit (2486.7 hours)28.4	(2735.3 hours) 31.1
% of underway time outside restricted waters ( 0 hours) 0.0	( 0.0 hours) 0.0
% of underway time within 0-3 mile limit ( ) 100.0	( )100.0
Number of 3 mile crossings 0	0
Number of home port dockings64	64
Number of non-home port dockings 0	0
Holding time (hours), i.e., time spent within 0-3 mile limit and/or in non-home port2471.1	2718.1
% of time spent within 0-3 mile limit and/or in non-home port 28.2	31.0
Maximum holding time (hours), i.e., largest time interval within 0-3 mile limit and/or in non-home port456	501
Maximum continuous number of hours outside restricted waters 0	0

### NOTES:

- (1) Combined data from SHADBUSH and CLAMP (12-month average based on 17 months data).
- (2) Estimated data for PAMLICO (10% increase in underway time).

HOLDING TIMES

Vessels SHADBUSH (74') - (June 1974-August 1975), CLAMP (75') - (August 1975-October 1975)
Used as model for PAMLICO (160') new construction vessel

-	,				_								 	-
•	ö	4.0	119.0	53,0				:		:				
	Sept			À	202.0					;				
	Aug	10.0	34.0	133.0										
	Tuly	10.0	8	16.0	15.0	76.0					,			
	Tune	228.0											•	*a .
	May Tune	134.0	78.0				٠.,				.•		 ,	
	Ace			4	89.0	16.0			- <u> </u>			,	 ,	,
	Mar	109.0	74.0	61.0-										
	Peb	40.0	4.0	14.0 110.0	8.0	20.0								
1975 —	Ian	216.0 40.0 109.0	73.0	14.0	22.0	5.0								,
•	Dec	2.0												
	Nov	208.0	99.0			,			,					
	Oct	35.0 208.0	10.0	91.0	82.0					···			 <del></del>	,
	Sept	83.0												
	Aug	47.0	11.0 222.0 103.0											
	fuly	61.0 456.0	11.0											:
1974 -	June	61.0	33.0											
•								112	,					

Maximum holding times for sorties

All other sortie holding times

► Holding time continues into next month

### **PAMLICO (160')**

### HOLDING TIMES

(1) CELL LOWER LIMIT	(2) FREQ	(3) REL FREQ	(4) CUM FREQ	(5) CUM REL FREO	NO	<u>res</u> :
4.0000	2	4.44	5	η.44	41	Training in large of helding
5.0000	2 2 3 1 2 1 2	4.44		8.89	(1)	Unique values of holding
8.0000	5	4.44	6	13.33		time durations (hours)
10.0000	. 3	6.67	. 9	20.00	40.5	
11.0000	1	5.22	10	55.55	(2)	Count of the number of
14.0000	S	4,44	12	26.67		occurrences of holding
15.0000	1	5.55	13			times of indicated
16,0000	5	4.44	15	33.33		duration
20.0000	1	2.22	16	35.56		
22.0000	1	5,55	17 18	37.78	(3)	% of all holding times
33.0000	1	5.55		40.00 42.22	(0)	of indicated duration
35.0000	1	5.22 5.22	19 20	44.44		or morcated adjactou
40.0000 47.0000	i	5,55	21	46.67	**	**************************************
53.0000	i	5,55	25	49.89	(4)	Cumulative count of
61.0000	2	4.44	24	53.33		holding times of indicated
73.0000	i	2.22	25	55.56		duration or less
74.0000	ī	5.55	26	57.78		
76.0000	i	2,22	27	60.00	(5)	Cumulative % of all
78.0000	ī	2,22	28	62,22		holding times of indicated
82.0000	ī	2,22	29	64.44		duration or less
83.0000	ī	2.82	30	66.67		datation of 1888
39.0000	ī	2.22	31	68.89		
91,0000	ì	2,22	32	71.11		
99.0000	1	2,22	33	73.33		
103,0000	1	5.55	34	75.56	_	
109.0000	1	5.22	35	77.78	_ <b>.</b>	Ze
110.0000	. 1	5,82	36	80.00	4	
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134.0000	1	2.22	39	86.67		No Andrews
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208.0000	1	5.85	41	91.11		AS MOST TO WAS A SHORT TO WAS A SHORT COMMANDER OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERT
216.0000	1	5,55	42	93.33		
222,0000	1	5,55	43	95.56		
223.0000	1	5,55	44	97.78		
456.0000	1	5.55	45	100.00		

^{*} Based on data from SHADBUSH (74') and CLAMP (75')

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^{*} Based on data from SHADBUSH (74') and CLAMP (75')

### PAMLICO (160')* CONFIDENCE LIMITS ON MAXIMUM HOLDING TIME

LOWER LIMITY 456.001 100 % BELOW THE LOWER LIMIT

CONF	LEVEL	LOWER UPPE	
8		97.00 100.00	
	75	95.50 100.00	
Š		93.60 100.00	
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i		38.90 100.00	)

Sample Size - 56

Maximum Holding Time - 456

^{*} Based on data for SHADBUSH (74') and CLAMP (75')

DETAILED VESSEL MISSION PROFILE DATA

<b>JUNE 1974</b>													Sheet 1 of 15
	-	DOCKINGS	3		TO A LIB	HOURS	- V	HOURS	: - MINAGED		SORTIE C	SORTIE CHARACTERISTICS (Estimated)	imsted)
Month 6 Year 74	E lavi	errure 8	I I I I I	lavi Simis	IN HOME	NON- HOME	HOURS UNDER-	WAY WITHIN 3-1:1E	OF 3-MILE CROSSINGS	TYPE	#	HOLDING TIME INTERVALS (Hours)	TIME INTERVALS BEYOND RESTRICTED WATERS
	nΑ	Del	υγ	pd	٠			LIMIT		~ 1 500-00	MAX	OTHER	(Hours)
*81/9-1/9					432.0								
. 61/9		×			14.0		10.0	10.0	0	1	61.0	,	
07/9							24.0	24.0	0				- da dissipate
6/21							24.0	24.0	0			** ****	D-10. mail
27/9	×				21.0		3.0	3.0	0		•		
6/23-6/25*					72.0								
92/9		×			15.0		9.0	9.0	0	1	33.0		
6/27					•		24.0	24.0	0		,		***************************************
<b>6/28-6/30</b>	×				72.0								
													·
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												. **	

* Bravo Status

^{**} Used as model for PAMLICO (160') new contruction vessel

DETAILED VESSEL MISSION PROFILE DATA

Vessel SHADBUSH (74')**

Sheet 2 of 15		TIME INTERVALS	BEYOND RESTRICTED WATERS	(Hours)																
She	SORTIE CHARACTERISTICS (Estimated)	TRE	n arr <del>Na dräffigsp</del> a	OTHERS (1							n, etc. Paris			<u> </u>		<del></del>				-
	SORTIE CHARAC	SHOT TIME TIME	INTERVALS (Hours)	MAX O	,	456.0		11.0												
			TYPE			<b>-</b>		1	,		·		,							
	1	NOMBER	3-MILE CROSSINGS			0		0												
	HOURS	UNDER-		LIMIT		456.0		11.0												
		TOTAL	UNDER-			456.0		11.0												
	HOURS	Z	NON- HOME PORT																	   
		SIOCH Z	HOME		192,0		72.0	13.0												
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	.VCS	Non-Home	Javis	1V									_							
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-			iav h	Α			× ×0	×	  -			-	-	-	_	_	_	-	_	_
JULY 1974		DATE	Mouth 7		7/1-1/8*	7/9-1/27	*08/1-87/1	7/31												

* Bravo Status

^{**} Used as model for PAMLICO (160') new construction vessel

DETAILED VESSEL MISSION PROFILE DATA

DOCKINGS					30:233					dimered	
1 9			HOURS		HOCK			SORTIE	SORTIE CHAKACTEKISTICS (ERIIIISTEN)	(management)	
	Non-Home	7-1	3	TOTAL	UNDEK-	NUMBER		*	HOLDING TIME	TIME INTERVALS	11
194	amus 1	HOME	HOME HOME	UNDER- WAY	WITHIN 3-MILE	S-MILE CROSSINGS	TYPE		INTERVALS (Hours)	RESTRUCTED WATERS	
/InA			TOW!		LIMIT			MAX	OTHERS	(Hours)	· ·
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	+	15.00		0 6	9.0	0		47.0			
	-			24.0	24.0	0	·····				
	-	10.0		14.0	14.0	0					
	-	264.0									_
•	-	9.0		15.0	15.0	0	<b>1-4</b>	222.0		•	
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* Bravo Status

^{**} Used as model for PAMLICO (160') new construction vessel

DETAILED VESSEL MISSION PROFILE DATA

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I	Non-Home	HOURS		TOTAL	UNDER-	NOMBER		# F	HOLDING TIME	BEYOND
O.IT	arro	HOME	HOME	UNDER-	WITHIN P.V.F.E	3-MILL CROSSINGS	TYPE		(House)	WATERS
favim/ maged avimA	Depart	0	PORT		LIMIT			XVX	OTHERS	(Hours)
1		9.0								
<del> </del>		10.01		14.0	14.0	0	m	83.0		
				48.0	48.0	0				
-		3.0		21.0	21.0	0				
-		216.0								
×		10.0		14.0			<b>1</b> -4	103.0		
			1	72.0			المنتجانيسيس			
×		7.0		17.0	17.0	0				
		72.0			1	1		-		
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* Bravo Status

^{**} Used as model for PAMLICO (160') new construction vessel

DETAILED VESSEL MISSION PROFILE DATA

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Departure NON- UNDER- HOLE HOLE WAY 144.0 15.0 24.0 20.0 72.0 10.0			INTER CHOICE	TIME INTERVALS
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48.0	48.0 0		·	
3.0 21.0	21.0 0			
144.0				

* Bravo Status

^{**} Used as model for PAMLICO (160') new construction vessel

DETAILED VESSEL MISSION PROFILE DATA

Secretary and the second

Sheet 6 of 15	A VOLUME	BEYOND	RESTRUCTED	(Hours)																		
AS A CHESICATICS (Est	SOUTH CHAIRMAN CARD	HOLDING TIME	(Hours)	OTHERS	,										- makelon konst							
	SOUTH C	Œ.		MAX				208.0			0.66				- <del> </del>							
			TYPE					<b>J</b>			-										,	
		NUMBER	3-MILE				0	9	0		0	0	0									
	HOCK	UNDER-	WITHIN 3-MILE	LIMIT			17.0	168.0	23.0		15.0	72.0	12.0									-
		TOTAL	UNDER- WAY				12.0	168.0	23.0		15.0	72.0	12.0				·		_			-
Vesser	30,000	3 3	HOME	PORT															-	-	-	-
!		HOUPS	HOME	į		96.0	7.0		1.0	120.0	9.0		12.0	168.0					-	_	-	1
		forms	enun	Depa	$\prod_{i=1}^{n}$			_								_	-	}	+	+	╁	+
	1	Non-forms	11	W 133 A	1			_	<u> </u>	_	_	_				-	+	+	+	+	+	+
-		Home	eme	14qə(	╫		*	-	-	-	×	-	×	_	-	-	+	+	+	+	+	+
197,		Ĭ	ľ	8V 171/	#		_	1.	) ×	1	-	12	<u> </u>		-	+	+	+	+	<b>-</b>  -	+	+
1974 GABY	VEMBER	DATE	•	Year 74		11/11/4		11/3	1773	11/14/11/184	01/14	11/20-11/22	11/23	1/24-11/30								

* Bravo Status

^{**} Used as a model for PAMLICO (160') new contraction vessel

DETAILED VESSEL MISSION PROPILE DATA

Vessel SHADBIISH (74')**

nated)	TIME INTERVALS	BEYOND RESTRICTED WATERS		(Hours	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Hours)	(Round)
SORTIE CHARACTERISTICS (Extimated)		INTERVALS (Hours)	OFIGER	71:10																
SORTE CE		A		MAX	MAA	5.0	8.0	5.0	8.0	5.0	S.0	5.0	5.0	5.0	8.0	5.0	5.0	5.0	5.0	8.0
		TYPE		_		<b>5-4</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NUMBER	3-MILE CROSSINGS				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ONCER-		LIMIL	,		5.0	5.0	5.0	5.0	5.0	5.0	5.0	8.0	8.0	5.0	8.0	8.0	5.0	8.0	2.0
-	TOTAL	UNDER- WAT				5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
HOURS	Z	NON- HOME		<u> </u>																
-		HOME		7.0	0.3/	19.0	19.0	19.0 96.0 24.0	19.0 96.0 24.0 528.0	19.0 96.0 24.0 528.0	19.0 19.0 24.0 528.0	19.0 19.0 24.0 528.0	19.0 19.0 96.0 24.0 528.0	19.0 19.0 36.0 24.0 528.0	19.0 19.0 24.0 528.0	19.0 19.0 24.0 528.0 528.0	19.0 19.0 96.0 24.0 528.0	19.0 19.0 24.0 528.0 528.0	19.0 19.0 96.0 24.0 528.0	19.0 19.0 36.0 528.0 528.0
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		emriaq	-			×	×	×	×	×	×	×	×	×	×	×	×	×	×	×
	Home	[Avh	.v			×	1	1	1	<del>                                     </del>	<del></del>	<del></del>	<del></del>	<del>                                     </del>		<del></del>	<del> </del>	<del> </del>		<del></del>
•	DATE	Month 12 Tear 74		12/1-12/3*		12/4	12/4	12/4 12/5-12/8* 12/9*	12/4 12/5-12/8* 12/9* 12/10-12/31#	12/4 12/5-12/8* 12/9* 12/10-12/31#	12/4 12/5-12/8* 12/9* 12/10-12/314	12/4 12/5-12/8* 12/9* 12/10-12/34	12/4 12/5-12/8* 12/9* 12/10-12/34	12/4 12/5-12/8* 12/9* 12/10-12/31#	12/4 12/5-12/8* 12/9* 12/10-12/34	12/4 12/5-12/8* 12/9* 12/10-12/34	12/4 12/5-12/8* 12/9* 12/10-12/34	12/4 12/5-12/8* 12/9* 12/10-12/34	12/4 12/5-12/8* 12/9* 12/10-12/34	12/4 12/5-12/8* 12/9* 12/10-12/34

^{*} Bravo Status

[#] Charlie Status

^{**} Used as a model for PAMLICO (160') new contruction vessel

DETAILED VESSEL MISSION PROFILE DATA

JANUARY 1975				7698	delle 1	HOURS			SORTE CH	SANTE CHARACTERISTICS (Latinated)	Sheet 6 of 13 dinated
Y 1	RT	8	<del></del>	#00 K	TOTAL	UNDER-	NUMBER		æ	HOLDING TIME	TING INTERVALE
8	a.uru	<b></b> -	HOM	NON- HOME	UNDER-	 > W	P-MILE COSSINGS	TYPE		INTERVALS (Hours)	NESTWICTED WATERS
	naga()	Arriva Depar		PORT		רואמב			MAX	OTHENS	(Hour)
		$\parallel$	0 001								
-	1	+	4								
	7	+	24.0				Į,		216.0		
	×		13.0		11.0	11.0	0	-	7.00		
1					192.0	192.0	0	<b>1</b> 111-11-11-11-11-11-11-11-11-11-11-11-1			
×			11.0		13.0	13.0	0		-		
T			120.0								
T	×		7.0		17.0	_	0	_	73.6		
					48.0	1	0				
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ł i			24.0						3		
×	×		10.0		14.0	14.0		-	2 6		
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i				_		_	1		<u>'</u>	,	
۱	L	_									

* Bravo Status

^{**} Used as model for PAMLICO (160') naw construction vessel

DETAILED VESSEL MISSION PROFILE DATA

Vessel SHADRISH (74')**

Sheet 9 of 15	rdessec)	TOG PTERVALS	RESTRUCTED WATERS	(Hours)																
	SORTE CHARACTERISTICS (Extensing)	HOT THE TIME	INTERVALS (Hom)	OTHERS		-	·												<b></b>	-
	SORTE	-	·	MAX		40.0				4.0		110.0	-			8.0	20.0			
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		NO NO NO NO NO NO NO NO NO NO NO NO NO N	2-MILE ZOSSENES			o	o	0		0		0	0	0		0	0			
	HCCIES	LALEK-	** tu	100		13.0	24.0	3.0		4.0		15.0	72.0	23.0		8.0	20.0			
	į	HOURS	U:DER-			13.0	24.0	3.0		4.0		15.0	72.0	23.0		8.0	20.0			
	HOURS	ă	HOME PORT																	
	4.50	N. S.	HOME		48.0	11.0		21.0	168.0	20.0	72.0	9.0		1.0	72.0	16.0	4.0	48.0		
		Non-Horse	parture	NI																
	2	100	[AVIT	2																
	DOCKUNGS	Home	erunsq			×				×		×				×	×		 	
1975	Ц	=	Javh	۷۲				×		×				×		×	×			
FEBRUARY 1975		DATE	Month 2 Tear 75		2/1-2/2*	2/3	2/4	2/5	2/6-2/12*	2/13	2/14-2/16*	2/17	2/18-2/20	12/2	2/22-2/24	2/25	2/26	2/27-2/28*		

* Bravo Status

^{**} Used as a model for PAMLICO (160') new construction vessel

DETAILED VESSEL MISSION PROFILE DATA

MARCH 1975	₩.			ı		Vessel		ADRUSE	SHADRUSH (74')**	1			Steet 10 of 15
		DOCUM:CS	83.5			HOURS		HOURS			SORTE	SORTE CHARACTERISTICS (Extrasted)	:Imated
DATE	Horne		Non-Horn	Hank	HOCHE	2	TOTAL	UNDER	NUXBER		3	TOTAL CANADA	TIME DETERVALS
Month 3	184h	parame	[BA]	beume	HOLLE	HOME FORT		WITHIN 3-WILE	2-MIL CROSSINGS	TI		ENTERVALS (Hours)	RESTRUCTED WATERS
	ΝV	•a	4	∞0				1114111			XVX	OTHERS	(Hours)
3/1-3/3*					72.0								
3/4		×		_	8.0		16.0	16.0	0	I	109.0		
3/5-3/7							72.0	72.0	0				<b></b>
3/8	×				3.0		21.0	21.0	0				
3/9-3/16*					192.0								
3/17		×		_	7.0		17.0	17.0	0	1	2.4.6		
3/18-3/19							48.0	48.0	0				
9/20	×				15.0		0.6	0.6	0				
3/21-3/30*					240.0								•
3/31		×			8.0		16.0	16.0	0		0'19	,	
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* Bravo Status

[#] Charlie Status ** Used as a model for PAMLICO (160') new construction vessel

DETAILED VESSEL MISSION PROFILE DATA

Vessel SHADBUSH (74") **

APRIL 1975										ł	•		Sheet 11 of 15
		DOCKDAGE	<b>9</b>			HOURS		HOURS			SORTE	SORTE CHARACTERISTICS (Letimored)	(meted)
DATE	Home	П	Non-Home	NAME OF	HOUR N	2	TOTAL	CNDER-	MUMORE				TIDE DITERVALS
Mouth 4 Year 75	Javh	emued	1941	emnaq.	HOME	HONE HONE PORT	UNDER-	WITHIN 3-VALE	2-MILE CROSSINGS	E		INTERVALS (Hours)	RESTRICTED WATERS
	ΨV	•0	uv	<b>∞</b> a				TIME			XAX	OTHERS	(Hours)
1/1							24.0	24.0	0				
2/2	×				3.0		21.0	21.0	0	•••		40-official	
4/3-4/70					120.0					,			
8/4		×			8.0		16.0	16.0	0	1	0.68		
4/9-4/11						,	72.0	72.0	0	· date la mana		e demokra dom	2 9 
4/12	×				23.0		1.0	1.0	0				
4/13-4/16*					96.0								
1/17	X	×			8.0		16.0	16.0	0	Ţ	16.0		
4/18-4/20*					72.0								
1/21	×	×			2.0		22.0	22.0	0	1			
4/22**					24.0								
8/23-4/304					192.0								
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													:

^{*} Bravo Status

[#] Charlie Status

^{**} Used as a model for PAMLICO (160') new construction vessel

## DETAILED VESSEL MISSION PROFILE DATA

Vessel SHADBUSH (74')**

MAY 1975													Sheet 12 of 15
	Α	DOCKLINGS	ACS.			HOURS		HOURS			SORTIE C	SORTIE CHARACTERISTICS (Estimated)	imsted)
DATE	Home	П	Non-Home	ome	HOURS	3	TOTAL	- CADON	NUMBER		1	TO THE PURE	TIME INTERVALS
Month 5 Teat 75	[WA]	ennisq	[W]	emued	HOME	HOME	UNDER- WAT	WITHIN 3-MILE	3-MILE CROSSINGS	TYE		INTERVALS (Hours)	BETOND RESTRICTED WATERS
	υV	ου	Pγ	PG				LIMIT			XVX	OTHERS	(Hours)
5/1-5/4#					96.0								-
5/5*#					24.0								
2/6		×			8.0	1	16,0	16.6	0	<b>1</b> -4	134.0		* 1
5/7-5/10							96.0	96.0	0	,			
5/11	×				2.0		22.0	22.0	0				
5/12-5/19*					192.0								
5/20.		×			8.0		16.0	16.0	0	<b>b</b> -4	78.0		: :
5/21-5/22							48.0	48.0	0				
5/23	×				10.0		14.0	14.0	0	-		,	
5/24-5/31*					192.0								
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			<b></b>										A CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR

* Bravo Status

[#] Charlie Status

^{**} Used as a model for PAMLICO (160') new construction vessel

DETAILED VESSEL MISSION PROFILE DATA

DO P SAME	161		1	ļ		TOTAL HOURS UNDER-	HOURS UNDER- WAY WITHIN	NUMBER OF 3-MILE		SORTIE C	SORTE CHARACTERISTICS (Extinated) HOLDRING TIME INTERVALS ENTERVALS	Sheet 13 of 15 stimated
Depart	i A	sv i m A	Depart		<u> </u>	WAY	3-MILE LINUT	CROSSINGS		- MAX	(Hours) OTHERS	WATERS (Hours)
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						192.0	192.0	0				:
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			120.0	0.								
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* Bravo Status

^{**} Used as a model for PAMLICO (160') new construction vessel

# DETAILED VESSEL MISSION PROPILE DATA

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JULY 1975						19999		A TICOGOVIIO	7:3:				Sheet 14 of 15
		DOCKINGS	33			HOURS		HOURS			SORTE C	SORTIE CHARACTERISTICS (Estimated)	tima ced,
DATE	Horne	١	Non-Home	ione	HOURS	2	TOTAL	UNDER-	NUMBER		×	HOLDING TIME	TIME INTERVALS
Month 7	iavi	emure	[ex]	######################################	HOME	HOME HOME	UNDER-	WITHIN 3-MILE	3-MILE CROSSINGS	MI		INTERVALS (Hours)	RESTRICTED WATERS
	Þìγ	Det	ħΛ	Def				LIMIT			MAX	OTHERS	(Hours)
7/1-1/2					48.0								
7/3	×	×			14.0		10.0	10.0	0	1-1	10.0		,
7/4-7/8*					120.0								
2/9	×	×			16.0		8.0	8.0	0	-	8.0		
7/10-7/14					120.0								
7/15	×	×			0.8		16.0	16.0	0	I	16.0		
7/16	×	×			0.6		15.0	15.0	0	1	15.0		
7/17-7/21*					120.0								
7/22		×			0.8		16.0	16.0	0	-	76.0		
7/23-7/24							48.0	48.0	0		1		
7/25	×				12.0		12.0	12.0	0				: .
7/26-7/31*					144.0								
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* Bravo Status

^{**} Used as a model for PAMIJCO (160') new construction vessel

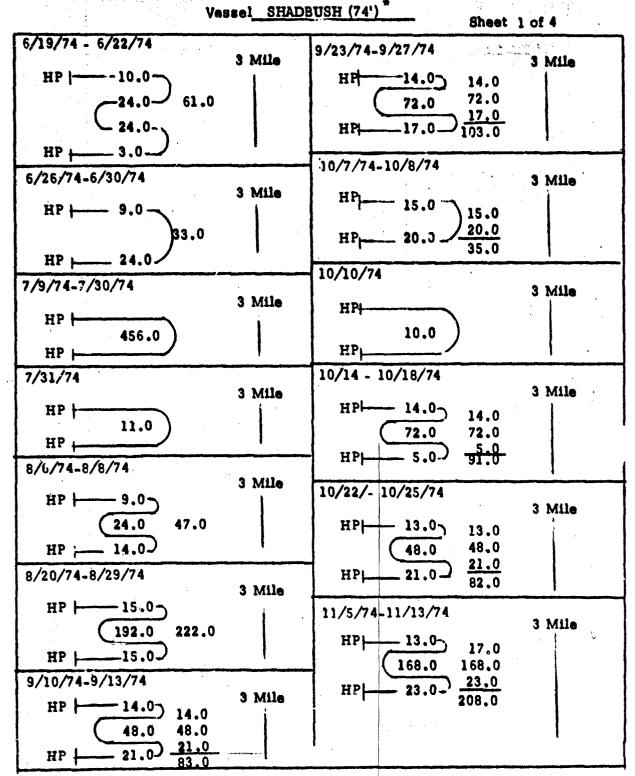
DETAILED VESSEL MISSION PROPILE DATA

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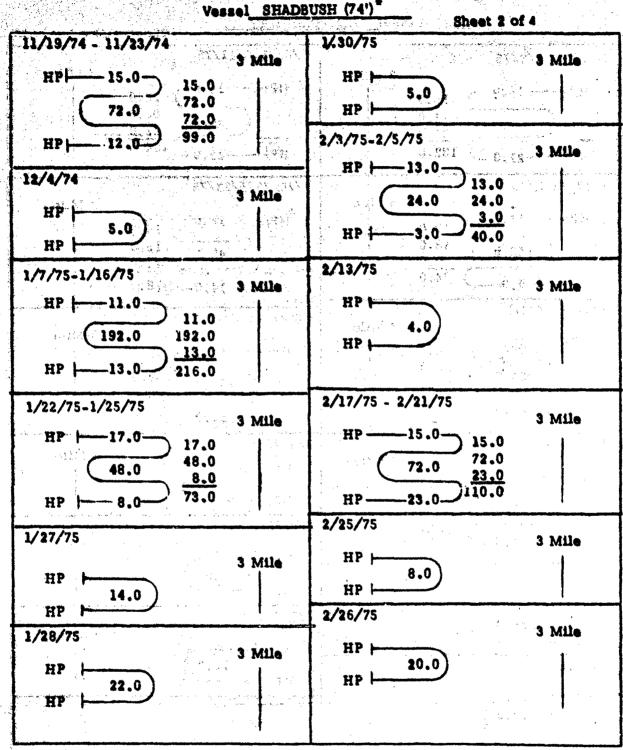
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Sheet 15 of 15	(maxed)	TIME TYTERVALS SETOND RESTRICTED	(Hours)								0.00		*			**************************************	
e e sus t	SORTIE CHARACTERISTICS (Estimated)	HOLDING TIME INTERVALS (Hours)	OTHENS				ý		- <b>%</b>		e sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake i to a sake			seer fu			
,	SORTIE CI	HOH	XVX		10.0	14.0						;					
		THE			I	I		;		: `						•	
SHADRUSH (741)		NUMBER OF 3-MILE CROSSINGS			0	O											
ADRIE	HOOK	WAY WITHIN 3-MILE	LIMIT		10.0	14.0											
		HOURS UNDER-			10.0	14.0											
Vessel	HOURS	NOM- HOME	2			. ,											
		HOME PORT		240.0	14.0	10.0	216.0		1								
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	DOCKINGS	011111	dau JmA		×	×	•										
	f	Ē	mΛ	1.1	×	×		-	-			<del> </del>					
AUGUST 1975		DATE Month 8 Tear 75		8/1-8/10*	8/11	8/12	8/13-8/21*										

* Bravo Status

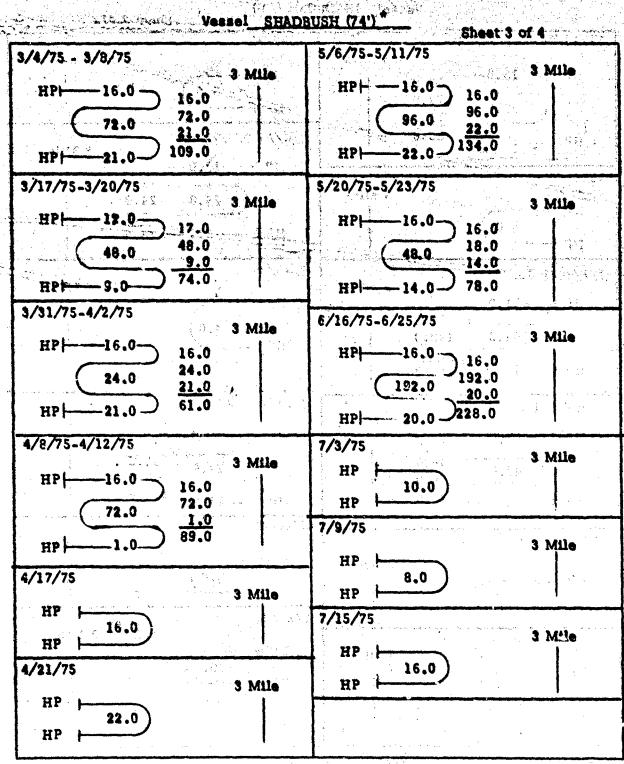
^{**} Used as a model for PAMLICO (160') new construction vessel



^{*} Used as model for PAMLICO (160') new construction vessel.



^{*} Used as model for PAMLICC (160') new construction vessel.



Used as model for PAMILICO (160') new construction vessel.

Vessel SHADBUSH (74')* 7/16/75 3 Mile HP HP 7/22/75-7/25/75 3 Mile -16.0-HP-16.0 48.0 48.0 -12.0-HP-8/11/75 3 Mile HP 10.0 HP 8/12/75 3 Mile HP | 14.0 HP -

^{*} Used as model for PAMLICO (160') new construction vessel.

DETAILED VESSEL MISSION PROFILE DATA

CLAMP (75')**	
Vessel	

MONTHURS IN HOURS WAY OF HOURS WAY OF TYPE AND HOURS WAY OF TYPE AND HOURS WAY 3-MILE CROSSINGS INMIT AND HOURS WAY 10.0 0 14.0 0 96.0 0	AUGUST 1975	DOCKINGS	3	1		(4/2) De		HOURS			SORTIE C	SI SORTIE CHARACTERESTICS (Estimated)	Sheet ) of 3 timeted)
NOW UNDER WITH 3-YILE   INTERVALS   TYPE   INTERVALS	Home		H-BON	ome	HOURS	N. N.	TOTAL	UNDER-	NUMBER		OH CH	CDING TIME	TIME INTERVA
120.0 14.0 0 1 133.0 96.0 0 1 133.0	annia.		[84]	Sitting	HOME	NON- HOME	UNDER- WAY		3-MILE CROSSINGS			NTERVALS (Hours)	RESTRICTED WATERS
10.0 14.0 0 I		200	nΑ	Del				LIMIT			MAX	OTHERS	(Hours
14.0 14.0 0 96.0 96.0 0	<u> </u>				la								
0.96 0.96	<b>!</b>	×			10.0		14.0	14.0	0	<b>[m]</b>	133.0		
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Bravo Status

** Used as model for PAMLICO (160') new construction vessel.

DETAILED VESSEL MISSION PROFILE DATA

Vessel CLAMP (75')**

	SEPTEMBER 1975	1975												Sheet 2 of 3	
			DOCKINGS	3			HOURS		HOURS			SORTIE C	SORTIE CHARACTERISTICS (Endmated)	mated)	
	DATE	Home	П	Non-Home	ome		2	TOTAL	URDER-	NOWING A		*	HOLDING TIME	TIME INTERVALS	
	Month 9 Tear 25	<b>Lav</b> h	partnes	Lav h	amusq	HOME	NON- HOME	UNDER- WAY	WITHIN 3-MILE	3-MILE CROSSINGS	E		INTERVALS (Hours)	BESTRICTED WATERS	
		υV	<b>eu</b>	υV	oa				LIMIT			MAX	OTHERS	(Hours)	
	1/6	×				1.0		23.0	23.0	0	• •				
	9/2-9/10					216,0					, 				
	9/11		×			8.0		16.0	16.0	O	-	202.0			
	9/12-9/18							168.0 168.0	168.0	0	: .				
	9/19	×				6.0		18.0	18.0	0	1		and the many particular and the second		
	9/20-9/30					264.0									
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* Bravo Status

^{**} Used as a model for PAMLICO (160') new construction vessel.

# DETAILED VESSEL MISSION PROFILE DATA

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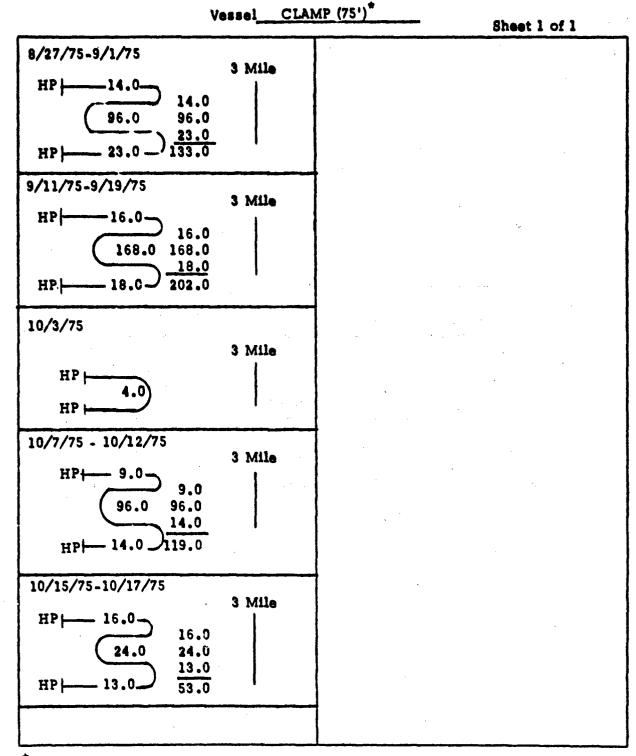
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^{*} Bravo Status # Charlie Status

^{**} Used as a model for PAMLICO (160') new construction vessel.



[&]quot;Used as model for PAMLICO (160') new construction 'essel.

# WHITE SAGE (133')

Vessel Characteristics	Data
Class	WLM - 544 White Summac (133') Class
Туре	Buoy Tender (Coastal)
Crew Size	21
Home Port	Woods Hole, Mass.
Mission Profile Data Source and Time Interval	From Ship's Log  8 Months  8/1/74-7/31/75

# **BUMMARY OF MISSION PROFILE CHARACTERISTICS**

# Vessel WHITE SAGE (133')

# (One Year Average - based on 8 months of data from August 1974-July 1975)

% of time in home port (7519.4 hours)	85.8
% of time in non-home port (280.7 hours)	3.2
% of time in yard* (216.0 hours)	2,5
% of time underway(743.9 hours)	8.5
% of time within 0-3 mile limit (692.2 hours)	7.9
% of time outside restricted waters (51.7 hours )	0.6
% of underway time within 0-3 mile limit	93.0
% of underway time outside restricted waters	6.9
Number of 3-mile crossings	34
Number of home port dockings	163
Number of non-home port dockings	23
Holding time (hours), i.e., time spent within 0-3 mile limit and/or in non-home port	972.9
% of time spent within 0-3 mile limit and/or in non-home port	11.1
Maximum holding time (hours), i.e., largest time interval within 0-3 mile limit and/or in non-home port)	65.5
Maximum continuous number of hours outside restricted waters	5.0.

^{*} Refurbishment

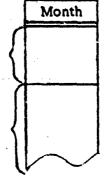
# HOLDING TIMES

# Vessel WHITE SAGE (133')

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Maximum holding times for sorties

All other sortie holding times



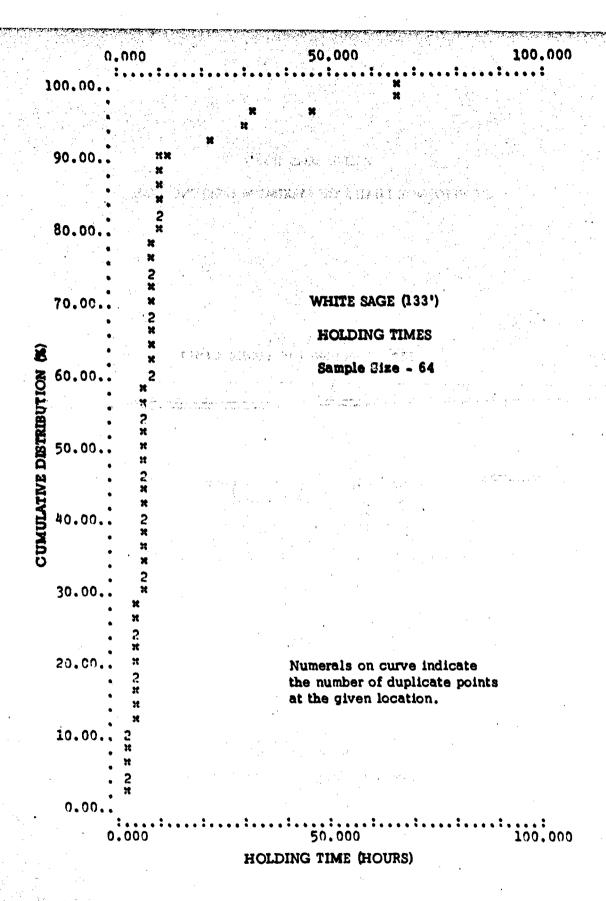
## WHITE SAGE (133')

# HOLDING TIMES

### FREQUENCY TABLE

(1) CELL LOWER LIMIT	(2) FREQ	(3) REL FREQ	(4) CUM FREO	(5) CUM REL FREO	NO	YES:
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2.7500 4.0000 5.0000 5.5000 6.0000 7.0000	6 5 3 10 6	9.38 7.81 4.69 15.63 9.33	13 18 21 31 37	20.31 28.13 32.81 48.44 57.81	(2)	Count of the number of occurrences of holding times of indicated duration
8.0000 9.0000 10.0000 11.0000	8 5 5 2	12.50 7.81 7.91 3.13	45 50 55 57	70.31 78.13 85.94 89.06	(3)	% of all holding times of indicated duration
12.5000 22.0000 30.0000 32.0000	1 1 1	1.56 1.56 1.56 1.56	58 59 60 61 62	90.63 92.19 93.75 95.31 96.83	(4)	Cumulative count of holding times of indicated duration or less
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# WHITE SAGE (133')

# CONFIDENCE LIMITS ON MAXIMUM HOLDING TIME

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Sample Size - 64

Maximum Holding Time - 65.5 Hours

# TIMES BEYOND RESTRICTED WATERS

Vessel WHITE SAGE (133')

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# White sage (1337)

# TIMES BEYOND RESTRICTED WATERS

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	0000 0000	9 1	81.82 9.09	10	100.00

# NOTES:

- (1) Unique values of time durations (hours) beyond restricted waters
- (2) Count of the number of occurrences of time intervals beyond restricted waters of indicated duration
- (3) % of all time intervals beyond restricted waters of indicated duration
- (4) Cumulative count of number of time intervals beyond restricted waters of indicated duration or less
- (5) Cumulative % of time intervals beyond restricted waters of indicated duration or less

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RELATIVE FREQUENCY

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DETAILED VESSEL MISSION PROFILE DATA

Vessel WHITE SAGE (133"

AUGUST 1974	74									,	,		Sheet 1 of 10	
		DOCKINGS	Z Z			HOURS		HOURS			SORTIE	SORTIE CHARACTERISTICS (Estimated)	mated)	
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8/15-8/19*					120.0									
8/20	×	×			18.0		6.0	0.9	0	I	6.0			
8/21.					24.0									
8/22	×	×			19.0		5.0	5.0	0	I	5.0			
8/23	×	×			10.0		14.0	11.0(1)	2	11 Pa	5.5	5.5	3.0	
8/24-8/27*					0.96		,							
8/28	×	×			15.0		9.0	9.0	0	J	9.0			
8/29	×	×			14.0		10.0	10.0	0	1	10.0			
* Bravo Status	n8			7	1) Under	way tim	9 in 3.m	ille Itmit	I Underway time in 3. mile limit split in half.	half.				

DETAILED VESSEL MISSION PROFILE DATA

Sheet 2 of 10	dmated	TIME INTERVALS  BETOND  RESTRICTED  WATERS	(Hours)														
	SORTIE CHARACTERIFTICS (Estimated)	HOLDING TIME INTERVALS (Hours)	OTHERS						٠,								
	SORTIE	Ĭ	MAX	4.0							,						
		r.		g.	·									·			
E (133')		NUMBER OF 3-MILE CROSSINGS		0									,				
WHITE SAGE (133")	HOURS	WAY WITHIN 3-MILE	LIMIT	4.0													
ł		HOURS UNDER-		4.0													
Vessel	HOURS	IN NON- HOME PORT															
		HOURS IN HOME PORT		20.0	24.0			1									
		Non- isvii Home Sumaq	9/1												-		
	DOCKINGS					_	_	_	_		_	_					
·	200	E Javi		×		_		-	-		-	_	  -				
AUGUST 1974		DATE Month 8 Tear 74		8/30	8/3:*					,							

* Bravo Status

DETAILED VESSEL MISSION PROFILE DATA

Vessel WHITE Sage (1337)

r					<b></b>									 	· · · · · · · · · · · · · · · · · · ·	 			<del></del> -q
Sheet 3 of 10	tima ted)	TIDE INTERVALS	RESTRICTED WATERS	(Hours)	3.0		·					3.0	:	nin- du -n		<del></del>	e direccessida	,	
	SORTIE CHARACTERISTICS (Estimated)	Tensor from an	INTERVALS (Hours)	OTHERS	2,5							2.75	:					•	
	SORTIE CH	3	2 ti	MAX	2.5		8.0	10.0		6.0		2.75			-			Negar to	<b></b> ,
			37.1	,	14		1	1		I		Ŋ							
		NOMBER	3-MILE CROSSINGS		2		0	0		0		2				-			
36. 251		-agno	WIT 'N	TIMIT	\$.04		8.0	10.0		0.9		5.5(1)							
	į	TOIN	UNDER- WAY		8.0		8.0	10.0		6.0		8.5							
	HOURS	Z	NON- HOME PORT										216.0(2)						
			HOME		16.0	144.0	16,0	14.0	168.0	18.0	96.0	15.5							
		Non-Home	omnaq	₹1															
	DOCKINGS	100	[84]					_					<b>K</b> 2	 		 			
1	8	Horse	lavh enunaq	•	X	_	×	×		×		×	$(2)$ $\times$ $(2)$			 			
197	_			+	$\square$	_			16+		42		(31 x	 		 			
OCTOBER 1974		DATE	Month 10 Tear 74		1791	10/2-10/7	8/01	10/9	10/10-10/16	10/17	10/18-10/21	10/22	10/23-10/31×(2)						

* Bravo Status

⁽¹⁾ Underway time in 3-mile limit split in half.

DETAILED VESSEL MISSION PROFILE DATA

Vessel WHITE SAGE (1337

ACLUREZ OF S-LULE TYPE DECISIONS IN S-LULE TYPE O I I I I I I I I I I I I I I I I I I	DECEMBER 1974	1974				,					٠		Shoet 4 of 10
Home   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings   Namings			8	<b>8</b> 28	· - 1	-		HOUR			SORTE C	SORTH CHARACTERISTICS (Estimated)	efesce)
2.44 A THINE HOLE WAY THINE SHALE TIME (from the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of t	DATE	E		NA-Hon		***	TOTAL	LANDEK-	MUMBER		9	A PRIC TRA	TIME INTERVALS
2/4*	Tent 12	lavi	emured				UNDER-		S-MALE CROSSINGS	TIME		OCTERVALS (Hours)	RESTRICTED WATERS
2/3*  x x x 22.0 2.0 0 1  2/3*  x x x 18.5 5.5 0 1  2/3*  2/3*  2/3*  2/3*  2/3*  2/3*  2/3*  2/3*  2/3*  2/3*  2/3*  2/4*  2/4*  2/5*  2/5*  2/5*  2/5*  2/5*  2/5*  2/6*  2/7  2/7  2/7  2/7  2/7  2/7  2/7  2/		μV	ba					cnort		A., 24 -	XYX	OTHERS	(Hours)
2.99	12/1-12/4			_	0.96								
7.9*	12/5		×		22.0		2.0	2.0	0		2.0		
7 x x 17.0 7.0 0 1 2.13 5.5 5.5 0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.13 384.0 2 2.14 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 384.0 2 2.15 3	12/6-12/9				•								-
2.73	12/10	×	×		- 1		7.0	7.0	0	-	2.0	,	
2/33		×	×				5.5	5.5	0	b-1	5.5		
38	12/2-2/3									No. on de		,	
	12/16-12/31						,			,			
												5.	
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	-										.5		
					-							;	
												•	

^{*} Bravo Status # Charlie Status

DETAILED VESSEL MISSION PROFILE DATA

DATE   DOCUMORS   HOUIS   HOUIS   HOUIS   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT   HOUIS   NAT	FEBPUARY 1975	975					Vess	Vessel WHITE SAGE (1331	ITE SAG	E (1337	;			Sheet 5 of 10	`
No.   Home   Non-Home		DOCK.	INCS			HOURS	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	HOURS			SORTIE C	HARACTERISTICS (Ex	mated)	-	
2/2*	Month 2	五 Javh	parture	S Isvi	e enutraq	IN HOME	NON- HOME FORT	HOURS UNDER-	WAY WITHIN 3-MILE	OF OF CROSSINGS	TTRE	H	A.DRNG TIME NTERVALS (Hours)	PEYOND RESTRICTED WATERS	
2/2*		44	<b>2</b>	uv	<b>2</b> 0				LIMIT			MAX	OTHERS	(Hours)	
2/6*	/1-2/2*					48.0									-
2/12*	/3		×	×			15.0	9.0	9,0	0	II a=1	65.5	30.0.2.5	3.0.3.0	
2/6*       x       x       x       37.0       8.0       5.0(1)       2         2/12*       x       x       120.0       8.0       5.0(1)       2         2/12*       x       x       19.0       5.0       5.0       0       1       5.0         2/19*       x       x       117.0       7.0       7.0       0       1       7.0       7.0         2/27*       x       x       x       18.0       6.0       6.0       0       1       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0       6.0	/4				×				12,0(1)		2				
2/12*       x       16.0       8.0       5.0(1)       2         x       x       120.0       5.0       5.0       5.0       0         2/19*       x       x       114.0       114.0       11       5.0       1       5.0         2/27*       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x	/5-2/6*			×	×		57.0								
2/12*       120.0       5.0       5.0       5.0       0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0       1       5.0	1/	×				16.0		8.0	5.0(1)				:	•	
2/19*	/8-2/12*					120.0			·						
2/19* x x 17.0 7.0 7.0 0 I 7.0	/13	×	×			19.0	·	5.0	5.0	0	1	5.0			
2/27*     x     x     17.0     7.0     0     I     7.0       x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x	/14-2/19*					144.0									
2/27*	/20	×	×			17.0		7.0	7.0	0	1	7.0		5	<u></u>
x x x 18.0 6.0 6.0 0 I 6.0	/21-2/27*				_	168.0									_
	/28	×	×			18.0		6.0	6.0	0	1	0.9			
												,		1. 1. 3	
												•		10 10 10 10 10 10 10 10 10 10 10 10 10 1	-
															-
						-								· · · · · · · · · · · · · · · · · · ·	

(1) Underway time in 3-mile limit split in half.

* Brave Status

DETAILED VESSEL MISSION PROFILE DATA

APRIL 1975						Vessel	- 1	WHITE SAGE (1337)	E (1337)	1			Sheet 6 of 10
		DOCKINGS	35.75 25.75			HOURS		HOURS			SORTIE C	SORTIE CHARACTERISTICS (Estimated)	(mated)
DATE	Home	2	Non-Home	Home		Z	TOTAL	UNCER	NUMBER		7	ALL SAME TOWN	TINE INTERVALS
Month 4 Tear 75	lavh	emmed	[SV]	emiseq	HOME PORT	NON- HOME PORT	UNDER-	WITTIN 3-MILE	3-MILE CROSSINGS	mi	<b>E</b> -	INTERVALS (Hours)	RESTRICTED WATERS
	υV	<b>9</b> (1	V	≈0				LIMBI			MAX	OTHERS	(Hours)
4/1-4/201	<u>'</u>				480.0								
4/21	×	×			16.0		8,0	8,0	2	1	8.0		-
4/23*					24.0						,		
4/23	×	×			15.0		9.0	9.0	0	ı	9.0		
4/24-4/27					96.0								· · · · · · · · · · · · · · · · · · ·
4/28		×	×			9.0	15.0	12.0(1)	2	III del	32.0	10.0, 6.0	3.0, 2.0
4/29				×		12.0	12.0	10.0(1)	2				
4/30	×				19.0		5.0	5.0	0.			:	
													,
													· .
				Ŀ									
													* *** * * * * * * * * * * * * * * * * *
											•		
* Bravo Status * Charlie Status	us atus		}		(1) Unde	Underway time in 3-mile limit split in half.	e in 3-n	ile limit	split in	half.			

DETAILED VESSEL MISSION PROPILE DATA

Vessel WHITE SACE (133")

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No.   Hone   House		Ľ	OCKE	NGS			HOURS		HOURS			SORTIE C	HARACTERISTICS (Est	mated)
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5/5*         x         x         x         1.5         1.5         1.5         0         T         1.5           x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x <t< th=""><th></th><th>IJγ</th><th>De</th><th>μV</th><th><b>D</b>¢</th><th></th><th></th><th></th><th>LIMIT</th><th>•</th><th></th><th>MAX</th><th>OTHERS</th><th>(Hours</th></t<>		IJγ	De	μV	<b>D</b> ¢				LIMIT	•		MAX	OTHERS	(Hours
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* Bravo Status

# DETAILED VESSEL MISSION PROFILE DATA

Vessel WHITE SAGE (133')

JUNE 1975						198694				1	. '		Sheet 8 of 10	
		DOCKUNGS	83%			HOURS		HOURS			SORTIE C	SORTIE CHARACTERISTICS (Estimated)	mated)	_
DATE	Home	2	Non-Home	Home	HOOM N	2	TOTAL	UNDER-	NUMBER		#	HOLDING TIME	TIME INTERVALS	
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	nΑ	Del	nΛ	Del				LIMIT			MAX	OTHERS	(Hours)	
<b>€/1</b> *					24.0					: : :	2			
2/9	×	×			15.0		9.0	9.0	0		9.0		e management of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of	
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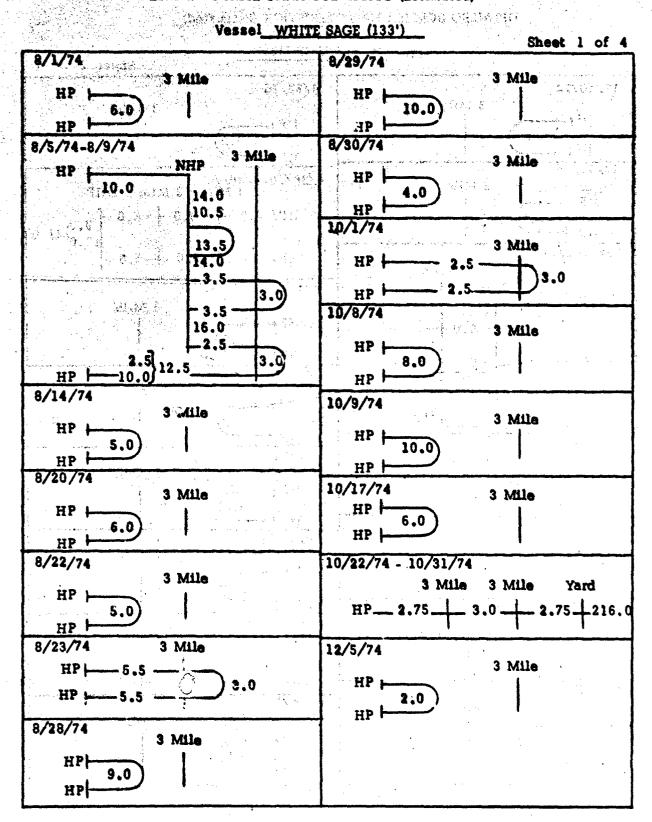
DETAILED VESSEL MISSION PROPILE DATA

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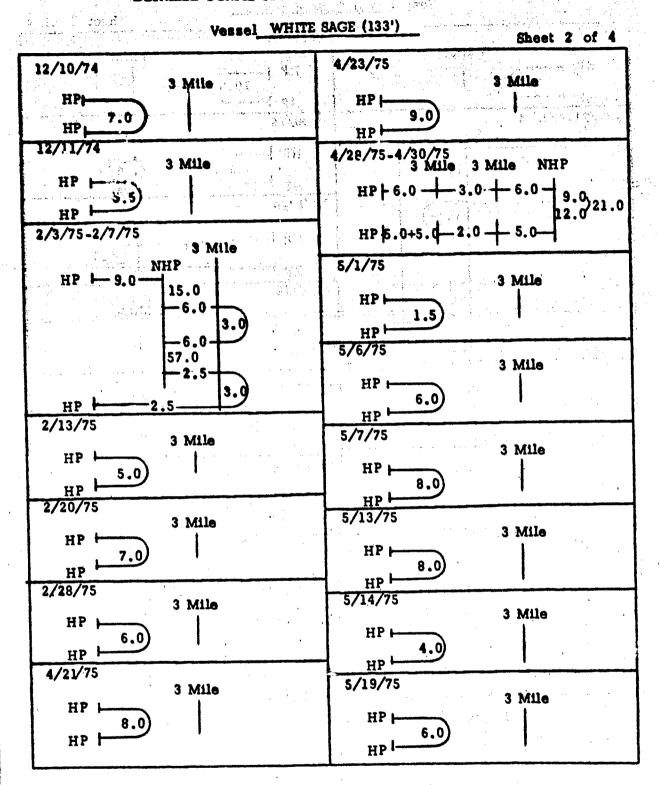
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4.0     0     I     4.0       10.0     0     I     10.0       8.0     I     8.0       7.0     0     I     7.0       9.0     0     I     9.0       10.0     0     I     10.0	x x 13.0		13.0	13.0			11.0	11.0	0		11.0		
10.0     0     I     10.0       8.0     0     I     8.0       7.0     0     I     7.0       9.0     0     I     9.0       10.0     0     I     10.0	x x   20.0		20.0	20.0			4.0	4.0	0	1	4.0		
8.0     0     I     8.0       7.0     0     I     7.0       9.0     0     I     9.0       10.0     0     I     10.0	x x 14.0		14.0	14.0			10.0	10.0	0	1	10.0		
7.0 0 I 7.0 9.0 0 I 9.0 10.0 0 I 10.0	x x   16.0		16.0	16.0			8.0	8.0	0	1	8.0	•	
9.0 0 I 9.0 0 I 10.0 0 I	72.0	72.0	72.0	72.0									
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10.0 O I	x x   15.0		15.0	15.0			9.0	9.0	0	1	9.0		
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	-												
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* Bravo Status # Charlie Status



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. A	Vessel WHITE	SAGE (133')	Sheet 3 of 4
5/20/75 HP 11.0	3 Mile	6/11/75 HP 7.0 HP 7.0	A A STATE
5/21/75 HP 7.0	3 Mile	6/17/75 HP  8.0	#【N. g. N. <b>ille</b> - essent ( 道文 - p. n. n. n. n. n. n. n. n. n. n. n. n. n.
5/28/75 HP 6.0	3 Mile	6/18/75 3 M HP 6.0	<b>ile</b>
6/2/75 HP 9.0	3 Mile	6/23 HP 4.0 HP 4.0	ile
6/3/75 HP 8.0	3 Mile	6/24/75 HP 5.0	ile
6/4/75 HP 5.0	3 Mile	6/25/75 HP 8.0	ile
6/8/75 HP 4.0	3 Mile	6/26/75 3 M HP 9.0	lle
6/10/75 HP 7.0	3 Mile	7/14/75 -7/16/75 3 Mile 3 Mile HP-4.0 + 3.0 + 4. HP-6.0 + 5.0 + 6.	$0 \rightarrow \begin{vmatrix} 13.0 \\ 24.0 \end{vmatrix} 37.0$

Vessel WHITE SAGE (133') Sheet 4 of 4 7/21/75 3 Mile HP |--HPF 7/22/75 3 Mile HP |-HP 7/23/75 3 Mile HP -10.0 yp !-7/24/75 3 Mile HP -8.0 HP -7/28/75 3 Mile HP __ 7.0 HP -7/29/75 3 Mile HP | 9.0 HPL 7/30/75 3 Mile HP -10.0 HP

# POINT HERRON (82')

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Vessel Characteristic	Data
Class	WPB - 92318 Point (82') C Class
Type	Patrol Boat (Small)
Crew Size	8
Home Port	Bay Shore, New York (Fire Island
Mission Profile Data Source and Time Interval	From Summary Log 15 Months 5/1/73-7/31/74

# SUMMARY OF MISSION PROFILE CHARACTERISTICS Vessel POINT HERRON (82')

# (One Year Average - based on 15 months of data from May 1973-July 1974)

% of time in home port (7830.4 hours)	89.4
% of time in non-home port (91.6 hours )	1.0
% of time in yard* (480.0 hours)(1)	5.5
% of time underway(358.0 hours)	4.1
% of time within 0-3 mile limit (70.5 hours)	0.8
% of time outside restricted waters (287.5 hours)	3.3
% of underway time within 0-3 mile limit	19.7
% of underway time outside restricted waters	80.0
The transfer of the second service of the second second second second second second second second second second	
Number of 3-mile crossings	92
Number of home port dockings	88
Number of non-home port dockings	4
Holding time (hours), i.e., time spent within 0-3 mile limit and/or in non-home port	162.0
% of time spent within 0-3 mile limit and/or in non-home port	1.8
and the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second o	1.0
Maximum holding time (hours), i.e., largest time interval within 0-3 mile limit and/or in non-home port)	
	99.0
Maximum continuous number of hours outside restricted waters	22.5
* Refurbishment	

# * Refurbishment

⁽¹⁾ Weighted average of 384 and 216 hours over 15-month period. Weighted difference of 120 hours added to time in home port.

HOLDING TIMES

Vessel POINT HERRON (82')

A	July	0.5	0.5	0.5	21.5	1.0			5.0	0.75	1.75	1.0				,		•		
	) tab	0.5	2		0.5	T									<del>!</del>			• <del></del>	<del>, , , , , , ,</del>	
	May	0.5	0.5	3.0	0.5	3.0	3.0	8		5.0	0.5				· · · · · · · · · · · · · · · · · · ·	,				
	Apr	0.5	0.5						•									•		
	Mar	1.0											•					•		
	Feb	0.5	0.5	0.5	0.5															
1974	Jen	2.0																		
A	Dec	0.5	0.5	0.5	0.5	0,5	0.5	0.5	0.5											
	Nov	1.0	1.0	1.0	1.0	1.0	1.0											,		
	Öct	0.5	0.5	0.5	0.5					· .			٠							
	Sept	0.5	0.5	0.5	0.5	0.9	99.0	5*0	0.5	0.5	0.5	3.0								
	Aug	1.0	1.0	0.5	0.5	0.5	0.5	1.0	0.5	0.5	1.0	1.0	1.0	1.0	0.5	0.5	0.5	0.5	0.5	5
	July	0.5	0.5	0.5	0.5	0.5	9.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5			
	June	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5											
1973-	May	2.4	0.5	2.4	0.5															

Month

Maximum holding times for sortles

All other sortie holding times

## POINT HERRON (82')

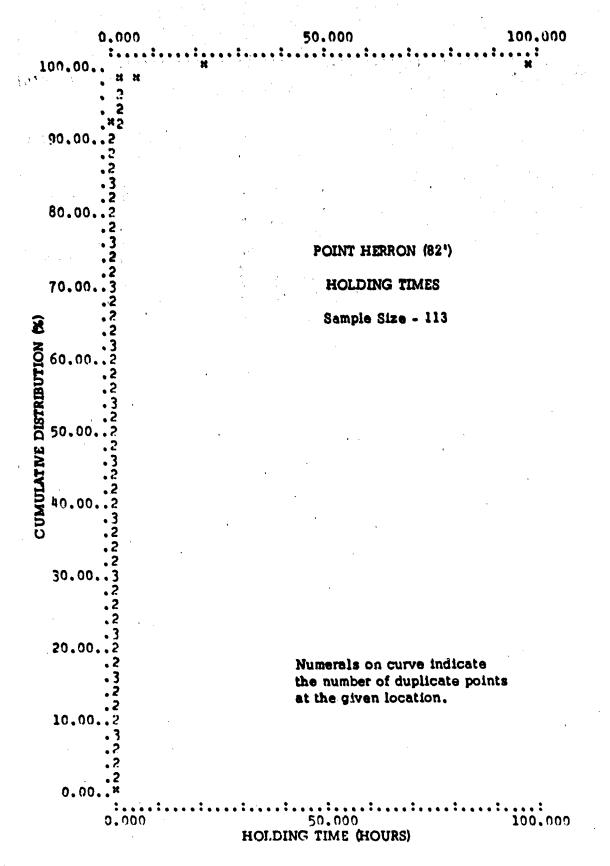
### HOLLVING TIMES

(1) CELL LOWER	QUE!	(3) REL FREQ	(4) CUM FREQ	(5) CUM REL FREO
0.5000 0.7500	85	75.22 1.77 14.16	85 87 103	75.22 76.99 91.15
1.0000 2.0000 2.4000 3.0000	16 1 2 4	0.88 1.77 3.54	104 106 110	92.04 93.81 97.35
6.0000 21.5000	1 1	0.89 0.88 0.38	111 112 113	98.23 99.12 100.00

# NOTES:

- (1) Unique values of holding time durations (hours)
- (2) Count of the number of occurrences of holding times of indicated duration
- (3) % of all holding times of indicated duration
- (4) Cumulative count of number of holding times of indicated duration or less
- (5) Cumulative % of all holding times of indicated duration or less

### 0000*6 0000.8 Standard Deviation - 9.5 Hours 0000.7 POINT HERRON (82°) Sample Size - 113 Meen - 1.8 Hours HOLDING TIME (HOURS) HOLDING TIMES 3.0000 S.0000 J.0000 000000 0.09 50.0



### POINT HERRON (82')

### CONFIDENCE LIMITS ON MAXIMUM HOLDING TIME

LOWER LIMIT? 99.0001 100 % BELOW THE LOWER LIMIT

CONF	LEVEL	LOWER	UPPER
. 8	50	98.80	100.00
8	75	98.20	100.00
8 "	90	97.40	100.00
8	95	96.80	100.00
8	99	95.50	100.00

Sample Size - 113

Maximum Holding Time - 99 Hours

TIMES BEYOND RESTRICTED WATERS

Vessel POINT HERRON (82')

Γ,	July	6.0	12.0	0.	. 2	S	2.0									
	2			<u>''</u>	~				·					1. 6.		
	)tene	5.0	4.0	9.0	10.0		AV.	(A) {			i. Ü	110	· ·			
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	Mar	;			· 'Y )	1355.		. ( 1857)	in ser Jago	51. 12 ³⁴	A. A.				) ; 	
	Peb	8.0	9.0		,		úe									
1974-	Jan														4	
\$	Dec	3.0	1.0	2.0	2.0				٠							
	Nov	7.0	2.0	1.0												
	Oct	2.0	3.0													
	Sept	0.01	2.0	6.0	8.0	7.0										
	Aug	4.0	4.0	4.0	3.0	3.0	1.0	1.0	1.0	1.0	3.0	14.0	15.0	7.0		
	July.	13.5	5.0	13.0	12.0	3.0	5.0	13.0	5.0		: 2.		7.1	P 1		
	June	10.0	11.0	6.0	15.0											
1973—	May	3.2	7.0						·							

Month

Sortle times beyond restricted waters

### POINT HERRON (82')

### TIMES BEYOND RESTRICTED WATERS

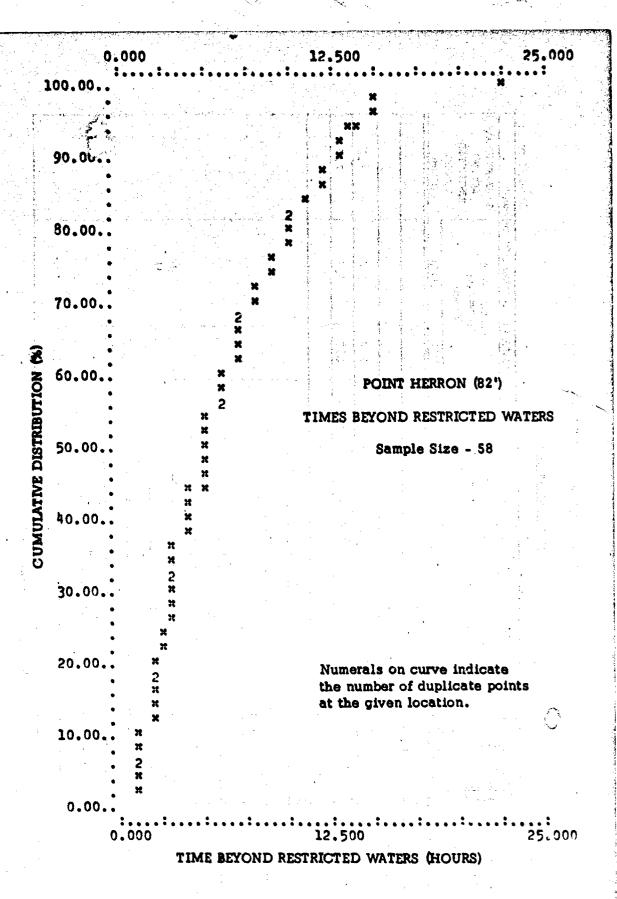
### FREQUENCY TABLE

(1) CELL LOWER LIMIT	(2) FREQ	(3) REL FREQ	(4) CUM FREO	(5) CUM REL FREQ
1.0000 2.0000 3.0000 3.2000 4.0000 5.0000 6.0000 7.0000 8.0000 10.0000 11.0000 12.0000 13.5000 14.0000 15.0000 22.5000	6626146452241221121	10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34 10.34	120151502489134578 1222334444955555555	10.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.61481 0.614

### NOTES:

- (1) Unique values of time durations (hours) beyond restricted waters
- (2) Count of the number of occurrences of time intervals beyond restricted waters of indicated duration
- (3) % of all time intervals beyond restricted waters of indicated duration
- (4) Cumulative count of number of time intervals beyond restricted waters of indicated duration or less
- (5) Cumulative % of time intervals beyond restricted waters of indicated duration or less

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Ş	BEYOND RESTRICTED WATERS	Sample Size Mean - 6.3 I Standard Deviation	* * * * * * * * * * * * * * * * * * *	G 12,5000
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DETAILED VESSEL MISSION PROFILE DATA

Vessel POINT HERRON (82º)

Month 5 Tear 73 % % % % % % % % % % % % % % % % % %	amire		-							TALK IN LANGE TO A STATE	
18vinA	Amtre	Non-Home	_	S N	TOTAL	UNDER-	NUMBER			TDM	TIME INTERVALS
2V	_	favir emraq	HOME	NON- HOME PORT	UNDER- WAY	WITHIN 3-MILE	3-MILE CROSSINGS	TYPE	<b>±</b> -	HOLDING TIME INTERVALS (Hours)	BEYOND RESTRICTED WATERS
\$/1-5/15#						1			MAX	OTHERS	(Hoan)
			360,0								
5/16-5/25#			240.0								
× 97/9	×		16.0		8.0	4.8(1)	2	II bel	2.4	2.4	3.2
×	×		16.0		8.0	1.0(1)	2	14 PE	0.5	0.5	7.0
5/28-5/31			0.96								
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DETAILED VESSEL MISSION PROPILE DATA

Vessel POINT HERRON (82")

Tibel   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WATERS   WA		CROSSINGS  (1) 2  (2) 2  (3) 2  (4) 1  (5) 1	3-MILE LIMIT 1,0(1) 1,0(1) 0.5 0.5	11.0 12.0 7.0 3.0 13.0	PORT	24.0 17.0 17.0 11.0		Depart	
0.5 0.5 0.5 0.5 0.5 0.5			1.0 ⁽¹ 1.0 ⁽¹ 1.0 ⁽¹ 0.5	0000	11, 12, 7, 7, 13, 13,	11. 12. 7. 7. 13. 13.	24.0 13.0 12.0 12.0 17.0 7. 21.0 3.		24.0 13.0 12.0 17.0 17.0 21.0 11.0
0,5 0,5 0.5 0.5 0.5 0.5			1,0(1 1,0(1 1,0(1 0.5 0.5	0000	11 13 7 11 11 11 11	11 12 7 7 13 13			13.0 1 12.0 1 24.0 1 17.0 21.0 21.0 1
0.5 0.5			1,0(1 1,0(1 0.5 0.5	0 0 0	13	13			12.0 24.0 17.0 21.0 11.0
0.5 0.5			1.0 ⁽¹ 0.5 0.5	0.00	13	13	1	1	24.0 17.0 21.0 11.6
0.5 0.5 0.5 1			1.0 ⁽¹ 0.5 0.5	0 0 0	3 13	3	1	1	17.0 21.0 11.6 1
0.5	<u> </u>		0.5	0 0	13	13	1	1	21.0 11.0 1
		-	0.5	0	13	13			
			·	·				24.0	24.0
			_		1		24.0		
							504.0	504.0	504.0
							24.0	24.0	24.0
			,						
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### Vossel POINT HERRON (£2.1

<b>TULY 1973</b>													Sheet 3 of 15
		DOCKINGS	NG8			HOURS		HOURS			SORTIE CI	SORTIE CHARACTERISTICS (Estimated)	imated)
DATE	Home	П	Non-Home	ome	HOOKS	2	TOTAL	CNDER-	NUMBER		57	w my C The	TIME INTERVALS
Month 7 Year 73	<b>f</b> #vh	parture	Sav i	omitq	HOME	NON- HOME PORT	UNDER- WAY	WITTIN 3-MILE	3-MILE CROSSINGS	TYPE	<b>.</b>	INTERVALS (Hours)	BEYOND RESTRICTED WATERS
	v	<b>9</b> 0	υV	<b>&gt;</b> a				LIMIT			MAX	OTHERS	(Hours)
7/1	×	×			9.5		14.5	(1)	2	11 bel	0.5	0.5	13.5
7/2	×	×			18.0		0.9	(1)0.1	2	II b=1	0.5	0.5	5.0
1/3-7/6*					96.0								
1/1	×	×			10.0		14.0	1,0(1)	2	T b=1	0.5	0.5	13.0
8/2	×	×			11.0		13.0	1.0(1)	2	II bel	0.5	0.5	12.0
491/1-6/1					192.0				ì				
7/17	×	×			20.0		4.0	1.0(1)	2	II bel	0.5	9.0	3.0
7/16	×	×			18.0		6.0	1,0(1)	2	II bel	0.5	0.5	5.0
7/19-7/21*					72.0								
7/22	×	×			10.0		14.0	1.0(1)	2	II b=1	0.5	0.5	13,0
7/23-7/29*					168.0								,
7/30	×	×			18.0		6.0	1,0(1)	2	II b=1	0.5	0.5	5.0
7/31*					24.0								
	,												, , , , , , , , , , , , , , , , , , , ,
				,									
											•		
* Bravo Status	ins			Ξ	1	vay time	within	3-mile li	Underway time within 3-mile limit split in half	in half.			

DETAILED VESSEL MISSION PROFILE DATA

Vessel POINT HERRON(82")

AUGUST 1973	1												Sheet 4 of 15
	"	DOCKINGS	SSN			HOURS		HOURS			SORTIE	SORTIE CHARACTERISTICS (Estimated)	imated)
DATE	Home	2	Non-Home	lome	HOURS	Z	TOTAL	UNDER-	NUMBER		:		TIME INTERVALS
Month 8 Year 73	favin	ənnədə	1sv in	cparture	HOME PORT	NON- HOME PORT	HOURS UNDER-	WITHIN 3-MILE	3-MILE CROSSINGS	TYPE	Ť	HOLDING TIME INTERVALS (Hour)	BETOND RESTRICTED WATERS
	v	м	v	a				1			MAX	OTHERS	(Hours)
8/1-8/3*					72.0								
8/4	×	×			9.0		15.0	3.0	မ	11 00-2	1.0	1.0.0.5.0.5	4.0.4.0.4.0
8/5	×	×			8.0		16.0	6.0	12	9=Q II	1.0	1.8.3.8.8.8	3.0.3.0.1.0.
8/6-8/14*					216.0			,			,		
. \$1/8	×	×			20.0		4.0	1.0(1)	2	II bel	0.5	0.5	3.0
8/16-8/17*					48.0								
8/18	×	×			9.0		15.0	1.0(1)	2	II b=1	0.5	0.5	14.0
8/19	×	×			8.0		16.0	1.0(1)	2	II bel	0.5	0.5	15.0
8/20-8/20*					240.0								
8/30	×	×			16.0		8.0	1,0(1)	2	1 Pd 11	0.5	0.5	7.0
8/31*					24.0				,				
·													
* Bravo Status	S T			Ξ	ł .	ray time	within 3	-mile II	Underway time within 3-mile limit split in half.	in half.			

Vessel POINT HERRON (82")

Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decrete   Decr	Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hour	STPTEMBER 1973	197					,				<b>)</b>		•	Sheet 5 of 15
Note   Home   Month   Home   Month   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home   Home	Home   Non-tone   Home		2000	SS		36.20.	HOURS		HOURS			SORTIE	HARACTERISTICS (E.	rtimated)	
Note   1	Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Comparison   Com	DATE	원	2	T-LON	lome		Z	TOIN	UNDEK-	NUMBER		) ³	A PRINC TIME	TIME INTERVALS
A. B. B. B. B. B. B. B. B. B. B. B. B. B.	71–9/2*	Month 9 Year 73	lavh	awnaq	lavi	amused	HOME	NON- HOME	UNDER-	WITHIN 3-MILE	8-MILE CROSSINGS	TYPE		INTERVALS (Hours)	BEYOND RESTRICTED WATERS
71-9/2*         48.0         11.0         1.0(1)         2         II b=1         0.5         0.5           74-9/3*         x         x         48.0         11.0         1.0(1)         2         II b=1         0.5         0.5           75         x         x         21.0         3.0         1.0(1)         2         II b=1         0.5         0.5           77-9/19**         x         x         17.0         7.0         1.0(1)         2         II b=1         0.5         0.5           721**         x         x         18.0         6.0         6.0         0         1         6.0         0           722         x         x         18.0         6.0         6.0         0         1         6.0         0         1         6.0         0         1         6.0         0         1         6.0         0         1         1         6.0         0         0         1         1         6.0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	c         x         13.0         11.0         1.0(1)         2         II b=1         0.5         0.5           c         x         21.0         3.0         1.0(1)         2         II b=1         0.5         0.5           c         x         17.0         7.0         1.0(1)         2         II b=1         0.5         0.5           c         x         15.0         9.0         1.0(1)         2         II b=1         0.5         0.5           c         x         18.0         6.0         6.0         0         I a=1         99.0         3.0           c         x         11.0         13.0         6.0         2         b=1         b=1           d         48.0         13.0         2         b=1         b=1         b=1           (1) Underway time within 3-mile limit split in half.		υV	De	υV	<b>≈</b> a				LIMIT			MAX	OTHERS	(Hours)
/3         x         x         13.0         11.0         1.0 ⁽¹⁾ 2         II b=1         0.5         0.5           /4-9/5*         x         x         x         21.0         3.0         1.0 ⁽¹⁾ 2         II b=1         0.5         0.5           /2         x         x         17.0         7.0         1.0 ⁽¹⁾ 2         II b=1         0.5         0.5           /21*         x         x         15.0         9.0         1.0 ⁽¹⁾ 2         II b=1         0.5         0.5           /21*         x         x         18.0         6.0         6.0         0         II a=1         99.0         3.0           /24-9/27*         x         11.0         13.0         6.0         2         b=1         b=1           /29-9/30*         x         48.0         x         b=1         9.0         3.0         a=1	c         x         13.0         11.0         1.0(1)         2         II Lb-1         0.5         0.5           x         21.0         3.0         1.0(1)         2         II Lb-1         0.5         0.5           x         17.0         7.0         1.0(1)         2         II Lb-1         0.5         0.5           x         15.0         9.0         1.0(1)         2         II b-1         0.5         0.5           x         18.0         6.0         6.0         0         I         6.0         3.0           x         11.0         13.0         6.0         2         b-1           y         48.0         13.0         6.0         2         b-1           y         10.0derway time within 3-mile limit split in half.	9/1-9/2*					48.0								
/4-9/5*       x       x       48.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         /5       x       x       x       21.0       3.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         /20*       x       x       x       17.0       7.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         /21*       x       x       15.0       9.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         /22       x       x       18.0       6.0       6.0       0       I       6.0       0.5         /24-9/27*       x       y       48.0       x       x       y       x       x         /29-9/30*       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x	x       21.0       3.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         x       17.0       7.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         x       15.0       9.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         x       18.0       6.0       6.0       6.0       0       II a=1       99.0       3.0         x       11.0       13.0       6.0       2       b=1         y       48.0       13.0       6.0       2       b=1         y       48.0       10.0       10.0       10.0       10.0         y       10.0       10.0       10.0       10.0       10.0       10.0         y       11.0       13.0       6.0       2       b=1       b=1       b=1       b=1         y       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       <	9/3	×	×			13.0		11.0	1.0(1)		E E	0.5	0.5	10.0
7-9/19**       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x       x<	x         21.0         3.0         1.0 ⁽¹⁾ 2         II b=1         0.5         0.5           x         17.0         7.0         1.0 ⁽¹⁾ 2         II b=1         0.5         0.5           x         15.0         9.0         1.0 ⁽¹⁾ 2         II b=1         0.5         0.5           x         18.0         6.0         6.0         0         I b=1         9.0         3.0           x         11.0         13.0         6.0         2         b=1         99.0         3.0           y         48.0         13.0         6.0         2         b=1         99.0         3.0           y         48.0         13.0         6.0         2         b=1         99.0         3.0           y         10.0derway time within 3-mile limit split in half.         10.5         10.5         10.5         10.5						48.0								
77-9/19**       312.0       11.0 ⁽¹⁾ 2       II b=1       0.5       0.5         720       x       x       15.0       9.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         722       x       x       15.0       9.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         724-9/27*       x       18.0       6.0       6.0       0       I b=1       99.0       3.0         728-9/30*       48.0       13.0       6.0       2       b=1       b=1         729-9/30*       48.0       48.0       13.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0       14.0<			×	×			21.0	,	3.0	1.0(1)		# P	0.5	0.5	2.0
/21*         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x         x	x 17.0 7.0 1.0 ⁽¹⁾ 2 II b=1 0.5 0.5  x 15.0 9.0 1.0 ⁽¹⁾ 2 II b=1 0.5 0.5  x 18.0 6.0 6.0 0 I 6.0 3.0  x 11.0 13.0 6.0 2 b=1  48.0						312.0								,
/21*       24.0       9.0       1.0 ⁽¹⁾ 2       II b=1       0.5       0.5         /22       x       x       18.0       6.0       6.0       0       I       6.0       0.5       0.5         /24-9/27*       x       11.0       13.0       6.0       2       b=1       99.0       3.0         /29-9/30*       48.0       11.0       13.0       6.0       2       b=1       99.0       3.0         /29-9/30*       48.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       10.0       <	X   15.0   9.0   1.0 ⁽¹⁾   2   11 b=1   0.5   0.5     X   18.0   6.0   6.0   0   1   6.0     X   11.0   13.0   6.0   2   b=1     48.0     48.0	3/20*	×	×			17.0		7.0	1.0(1)	٠.	11 12 12	0.5	0.5	6.0
722 x x x 15.0 9.0 1.0 ⁽¹⁾ 2 II b=1 0.5 0.5   724-9/27* x x 18.0 6.0 6.0 0 1 6.0   724-9/27* x x 11.0 13.0 6.0 2 b=1   729-9/30*   8	x	9/23*					24.0					-			
723 x x x b 18.0 6.0 6.0 0 I 6.0 0	18.0   6.0   6.0   0   1   6.0   3.0   1   48.0   1   48.0   1   1   1   1   1   1   1   1   1	3/22	×	×			15.0		0.6	1.0(1)		II b-1	0.5	0.5	8.0
724-9/27* x 96.0 ⁽² 13.0 6.0 2 b-1 / 29-9/30*	11.0   13.0   6.0   2   b=1   99.0   3.0   3.0   48.0   11.0   13.0   6.0   2   b=1   2   2   2   2   2   2   2   2   2	1/23	×	×			8.0		0.9	0.9	0	1	6.0		
/28 x 11.0 13.0 6.0 2 /29-9/30* 48.0 6.0 2	48.0 13.0 6.0 2 48.0			×				96.0(2			·		0.66	3.0	7.0
4 (29-9/30*	<b>3</b>	87/	×				1.0		(2)	6.0	2	<u>.</u>			
	£ 5						48.0								\$
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	(3)					$\neg$									

DETAILED VESSEL MISSION PROFILE DATA

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	DOCKUNGS	ş	h	9015081	HOURS	17 200 2	HOURS			SORTIE	SORTIE CHARACITEMSTICS (Estimeted)	dmated)
		lavin O E emnag	e emnsq	IN HOME PORT	IN NON- HOME	HOURS UNDER-	WAY WITHIN 3-MILE	S-MILE CROSSINGS	TYPE	*	HOLDING TIME INTERVALS (Hours)	TIME INTERVALS BEYOND RESTRICTED WATERS
14	≈a		-d				LIMIT			MAX	OTHERS	(Hours
10/1-10/4*				0.96								
10/5 ×	×			21.0		3.0	1.0(1)	2	Ä	0.5	5.0	0 6
10/6-10/23				432.0								
10/24 ×	×			20.0	٠	4.0	1.0(1)	2	å E	0.5	9.0	0 %
#15/01-52/08				168.0								
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DETAILED VESSEL MISSION PROFILE DATA

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Vessel

11/1-11/44 Home Non-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NO-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NON-Home IN NO-Home TOTAL UNDSA- HOURS WAY UNDSR- WITHIN WAY 3-MLE LINIT	NUMBER OF 2-MILE CHOSSINGS		3	904	***************************************	
11.	- <del></del>					I TIME INTERVALS
11/44	╌╫╌╌┼╌	_	THE T		INTERVALS . (Hours)	REST RICTED WATERS
1/44 × × 15.0 1/114 × × × 15.0 1/284 ×(2) × 26.0  x × x(2) 21.0  y × x(2) 21.0				XVX	OTHERS	(Hours)
1/11# x x 15.0 1/28# x ⁽²⁾ x 26.0 x x x ⁽²⁾ x 21.0 x x x ⁽²⁾ 21.0						
1/11# x x 26.0 1/28# x ⁽²⁾ x x x ⁽²⁾ 21.0 y 24.0	0.2 0.6	11 2	II (#)	1.0	1.0	7.0
1/28# x ⁽²⁾ x						
1/28# x ⁽²⁾ x x x ⁽²⁾ 21.0	4.0 2.0(1)	13 2	II b=1	1.0	1.0	2.0
x x(2) 21.0						·
	3.0 2.0(1)	1) 2	T 5-3	1.0	1,0	1.0
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			- بالمجارات			
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(2) Yard for Refurbishment-Use Municipal Sewage Facility

# Charite Status

DETAILED VESSEL MISSION PROFILE DATA

POINT HERRON (82.)
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					Vessi	el _BOIN	Vessel POINT HERRON (82")	N (822	1			Sheet 8 of 15
DECEMBER 1973	1973						- Savasa			2	Catamina City of Taranta Catamina	cimated
	Δ	DOCIDIO	3		HOURS		TINDES.	MINGER		NOK! IN C	Tarricon in the	THAT TATEBUALS
DATE	Home	П	Non-Home		Z	HOURS	AVA	8		2	HOLDING TIME	SEYOND
Mooth 12	18	อานรา	Ja/ Priture	HONE	HON	UNDER- WAY		S-MILE CHOSSINGS	TYPE		(Hocar)	RESTRUCTED WATERS
7	Arriv	eded	/inA iqaQ		LOKE!		רנימנ			MAX	OTHEPS	(Hours)
				0.4%								
1771	Ţ	*	+-			4.0	1.0(1)	2	1	0.5	0.5	3.0
10 /2 10 /10	<u> </u>		-									
12/13		×	-	22.0		2.0	1.0(1)	2	E E	0.5	0.5	1.0
20 / 61 7/68	+			48.0								
27/21	-	Ŀ	-	2 0		3.0	1.0	2	1 4 11	0.5	0.8	2.0
01/71		1		180		6.9	1.0(1)	2	II b-1	0.5	0.5	5.0
77/71	1	I	$\dagger$	336.0								
15/781/7			$\frac{1}{2}$		-						ļ <del></del>	
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	1	1	+-	-	-	_	_			_		
* Bravo Status	<b>a</b>	1	1	bun (1)	erway tin	ne withfu	n 3-mile	Itmit spi	Underway time within 3-mile limit split in half			

DETAILED VESSEL MISSION PROFILE DATA

DATE HOURS HOURS IN HOURS VAT OF LANGER TO ALL UNDER WITHIN S-MILE TO ALL LANGER HOUR IN HOURS WITHIN S-MILE TO ALL LANGE HOUR WAY LINTE CHOSSINGS ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE AND ALL LANGE			
1   Home   Monthode   House   Monthode   M		SORTIE CHARACTERISTICS (Estimated)	timated)
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x x x 22.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.			
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DETAILED VESSEL MISSION PROFILE DATA

Vessel POINT HERRON (82")

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* Bravo Status

(1) Underway time within 3-mile limit split in half.

-	2	DOCKUNGS	ş	T		HOURS		HOURS			SORTE O	SORTH CHARACTERIST &CS (Entimated)	etima (ed)
DATE	Home	П	Non-Home	7-7	HOURS	Z.	TOTAL	UNCER-	NUMBER		3	HOW DENCE TIME	TIME INTERVALS
Month 3 Tear 74	[BA]	emited	[avi	amuaq	HOME	NON- HOME PORT	UNDER- WAY	WITHIN S-NILE	S-MILE CROSSINGS	TYPE	<b>.</b>	INTERVALS (Hours)	REYOND RESTRICTED. WATERS
	πA	Del	υV		1			LIMIL			MAX	OTHERS	(Hours)
3/1-3/16*					364.0						7.4		•
3/17	×	×			23.0		1.0	1.0	0	I	1.0		
/18-3/31*								,					
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(1) 2 If b=1 0.5 0.5
2 II b=1 0.5 0.5
2 II b=1 0.5 0.5

Vessel POINT HERRON (82')

MAY 1974													Sheet 13 of 15
	۵	DOCKINGS	SZ			HOURS		HOURS			SORTIE C	SCRIE CHARACTERISTICS (Lecturated)	imated)
DATE	Ноте		Non-Hom	OUTE	2002	2	TOTAL	UNDEK	NON		77	ATT CAN THE	TIME INTERVALS
Month 5 Year 74	[WA]	parame	[m/i	parture	HOME	HOME PORT	UNDER- WAY	WITHIN 3-MILE	3-WILE CROSSINGS	TYPE		DVTERVALS (Hours)	RESTRICTED WATERS
	шV	<b>P</b>	υV	ra				LIMIT			XVX	OTHERS	(Houn)
5/1-5/14*					336.0								
5/15	×	×			17.0		7.0	1.0(11	2	1=411	0.5	0.5	6.0
\$/16-5/18*					72.0					·			
5/19	×	×			13.0		11.0	1.0(1)	2	11 12-1	0,5	0.5	10.0
5/20-5/21*					48.0								
5/22	×	×			21,0		3.0	3.0	0	I	3.0		
5/23-5/26*					96,0								
5/27	×	×			21.0		3.0	1.0(1)	2	II bel	0.5	0.5	2.0
\$/28-5/29*					48.0								
5/30	×	×			21.0		3.0	3.0	0	1	3.0		
5/31		×			19.0		5.0	3.0	1	11 P=1	3.0	5.0	22.5
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		_								• • • •			
										• • • •			
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		_								• • • •		,	
										•			·
* Bravo Status	318			(3)	•	vay time	within (	3-mile II	Underway time within 3-mile limit split in half.	in half.	•		

Vessel POINT HERRON (P2')

TOTAL UNDER- NUMBER   TOTAL UNDER- NUMBER   HOURS THE UNDER- NUMBER   TYPE   HOURNG THE UNDER- NUMBER   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   TYPE   T	F/CT 700f		DOCKENCS	<b>30%</b>			HOTIES		HOURS			SORTIE	SORTE CHARACTERISTICS (Extrasced)	Sheet 14 of 15
Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   Column   C	DATE	इ	2	T T S	forme	HOURS	Z	TOTAL	UNDER-	KUMBER				TINE INTERVALS
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X   X   X   X   X   X   X   X   X   X	1/9	×				3.0		21.0	0.5	-	•••			
x     x     18,0     6.0     1.0 ⁽¹⁾ 2     11 ber 1     0.5     0.5       x     x     19,0     5.0     1,0 ⁽¹⁾ 2     11 ber 1     0.5     0.5       x     x     x     14,0     10,0     1,0 ⁽¹⁾ 2     11 ber 1     0.5     0.5       x     x     x     13.0     11.0     1.0 ⁽¹⁾ 2     11 ber 1     0.5     0.5     1	6/2-6/12*					264.0								
x     x     19.0     5.0     1.0 ⁽¹⁾ 2     II b=1     0.5     0.5       x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x     x <t< td=""><td>6/13</td><td>×</td><td>×</td><td></td><td></td><td>18.0</td><td></td><td>0.9</td><td>1.0(1)</td><td></td><td>1 d 11</td><td>0,5</td><td>0.5</td><td>5.0</td></t<>	6/13	×	×			18.0		0.9	1.0(1)		1 d 11	0,5	0.5	5.0
6/28*	6/14*					24.0	,							
-6/28* 312,0 10,0 1,0(1) 2 II b=1 0,5 0,5	6/15	×	×			19.0		5.0	1,0(1)	1	II b=1	0.5	0.5	4.0
x x x 14,0 10,0 1,0(1) 2 17 b=1 0,5 0,5 x x x 13.0 11,0 1,0(1) 2 17 b=1 0.5 0.5	6/16-6/28*		``			312,0								
х х х 13.0 11.0 1.0 ⁽¹⁾ 2 ПР=1 0.5 0.5	67/3	×	×			14,0		10.0	1.0(1)	- 1	T 75	0,5	0,5	0.6
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(1) Underway time within3-mile limit split in half.

* Bravo Status

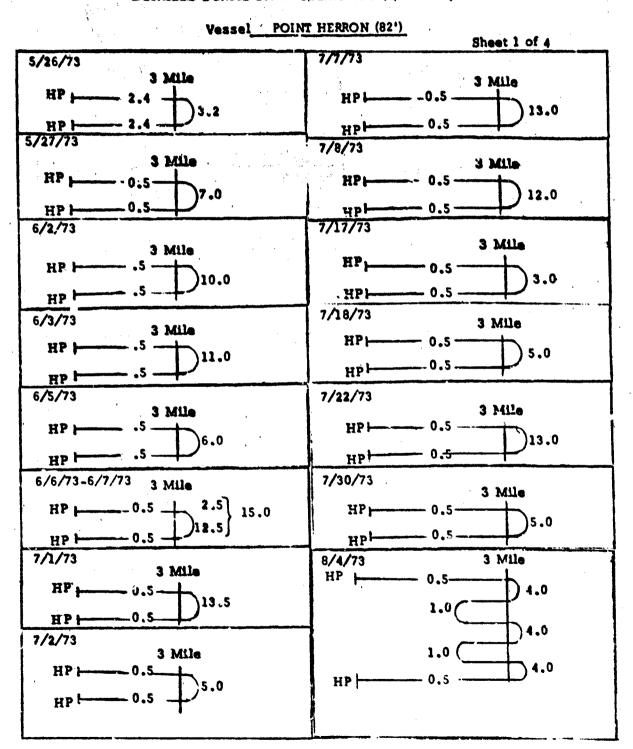
Vessel POINT HERRON (82")

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(mated)	TIME CATERVALS	BEYTHCTED WATER	(Hours)		6.0		32.0	7.0	2.5, 2.5			2.0								
HARACTERISTICS (Ex	CONC TINE	NTERVALS (Hourn)	OTHERS		6,5		0.5	0.5	0.75, 0.75			1.0								
SORTIE CI	<b>DH</b>		MAX		0,5		0.5	0.5	21.5			1.0								
		T.			11 b=1		II b=1	n P	III d=1			1 4 1			والمراجعة المالات المالية المالات المالية المالات المالية المالية المالية المالية المالية المالية ا	· ·				
	NOW INC.	2-MILE CROSSINGS			2		2	2	2	2		2								
300	WAY.	WITHIN 3-MILE	LIMIT		1.0(1)		1.0(1)	1,0(1)	1,5(1)	1,5(1)		2.0(1)								
2	HOI WE	UNDER-			7,0		13.0	8.0	4.0	4.0			1							
HOURS	Z	NON- HOME PORT							20,0				216.0(2							
20.20.		HOME		240.0	17.0	24.0	11.0	16.0		20.0	120.0	20.0								
	<b>Sune</b>	amused	∞0							×										
3	-LON	[WAI]	υγ						×							,				
	20	parrure	»d		×		×	×	×			×	x(3)							
	Ho	lavi	υV		×		×	×		×		×	(2) <b>x</b>							<b></b>
	DATE	Month 7		7/1-7/10*	7/11	7/12*	7/13	7/14	2/15	7/16	7/17-7/21#	7/22	7/23-7/31							
	DOCKINGS HOURS	HOURS HOURS TOTAL UNDER NUMBER SORTE CHARACTERISTICS (Estimated IN HOURS NAV OF HOURS)	HOURS TOTAL UNJER HOURS TOTAL UNJER HOURS IN HOURS WAY OF HOLDING TIME HOUR HOME HOME HOME WAY 3-MILE CROSSINGS TYPE (HOME)	HOURS IN HOURS TOTAL UNJER HOLDS WAY OF HOLDING TIME IN NON- HOURS WITHIN 3-MILE TYPE INTERVALS (Hours)  A TOTAL UNJER WAY 3-MILE CROSSINGS (Hours)  A TOTAL UNJER WAY 3-MILE CROSSINGS (Hours)	HOURS TOTAL UN-ER- NUMBER SORTE CHARACTERISTICS (Fation Money Lings)  HOURS IN HOURS WAY OF HOLDING TIME INTERVALS  HOME HOME WITHIN 3-MIE TYPE (Hours)  CA CA CA CA CA CA CA CA CA CA CA CA CA C	Home   Non-Home   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   Hours   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* Bravo Status * Charlle Status

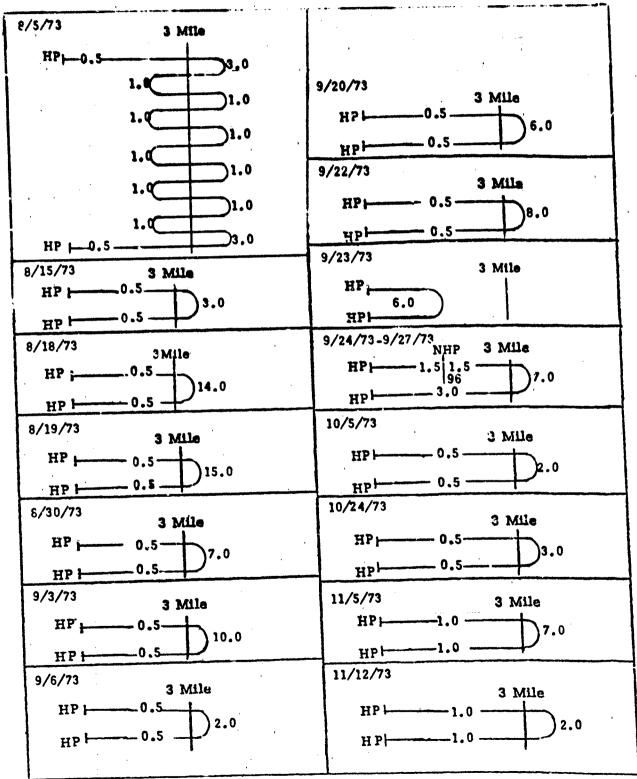
(1) Underway time within 3-mile limit split in half. (2) Refurbishment in Yard-Use Municipal Sewage System.

### DETAILED SORTIE CHARACTERISTICS (Estimated)

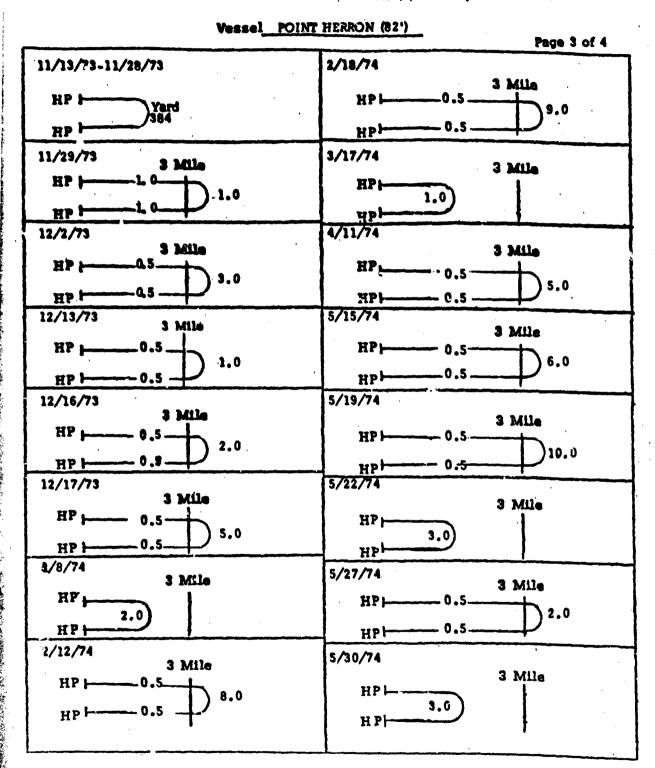


### DETAILED SORTIE CHARACTERISTICS (Estimated) Vessel POINT HERRON (82')

Sheet 2 of 4



### DETAILED SORTIE CHARACTERISTICS (Estimated)



### DETAILED SORTIE CHARACTERISTICS (Estimated)

Vessel POINT HERRON (82')

Page 4 of 4

